VOL. CCXIX, No. 2852
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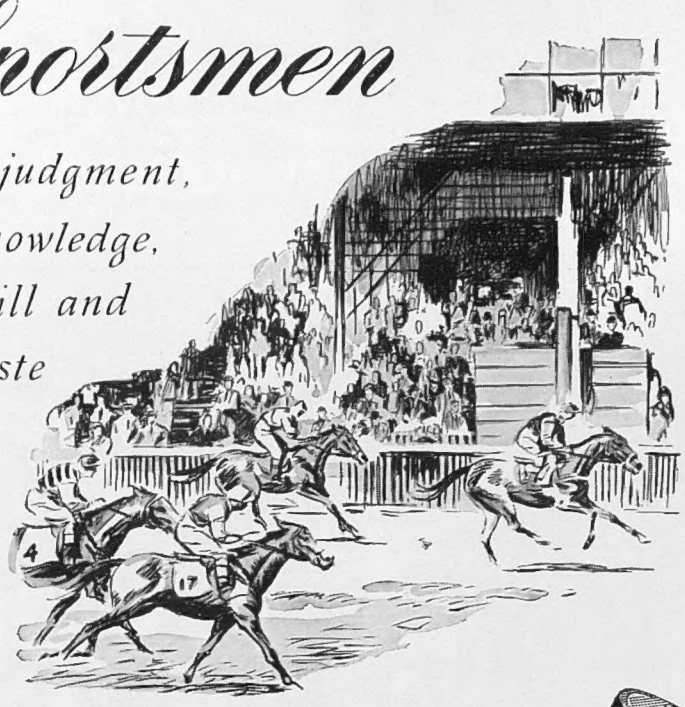

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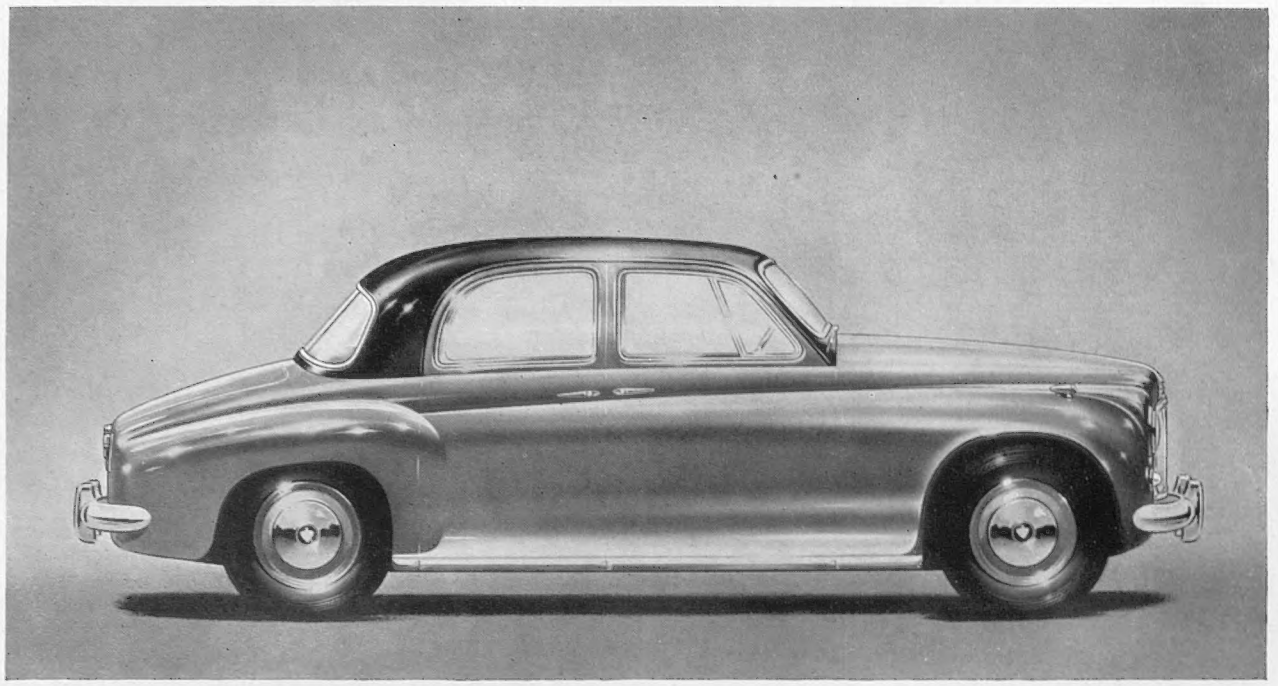

Illustration shows duo-tone finish available at small extra cost.

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There is something essentially English about a Rover car. It has power in plenty, but you will never hear it boast about it. Test a Rover for yourself. Put your foot down and listen, as the speedometer needle moves up. You will hear the purr of the tyres and the hum of the wind, but scarcely a murmur from the engine. Quiet, effortless running . . . instant obedience in the thickest traffic . . . exceptional smoothness at all speeds and on all surfaces . . . these are some of the reasons why so many people say: *it's a relief to drive a Rover!*

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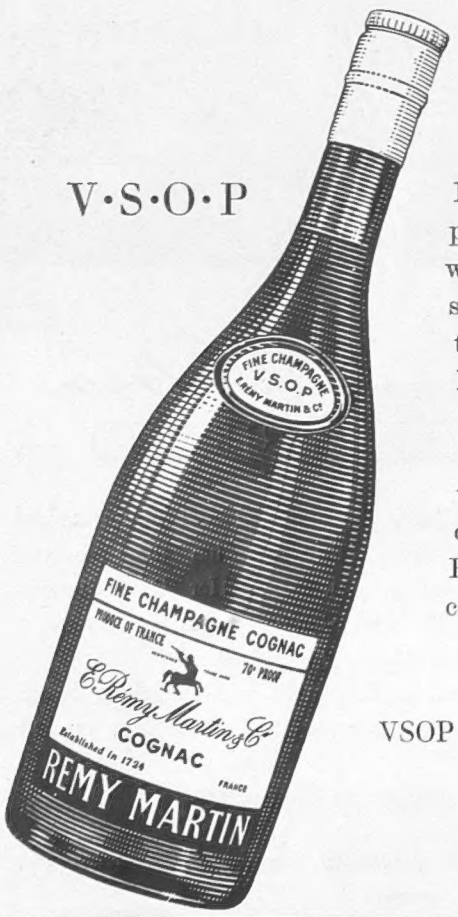
CVS-25

Choosing your Brandy

V·S·O·P



Lovers of good brandy gladly pay a little more for a cognac which they know to be of superior quality. This is why they instinctively order Remy Martin V.S.O.P. They know it is made from grapes of unique quality found only in the *best* two areas of the Cognac district of France. They know too that Remy Martin produces *only* cognac of this superior quality.

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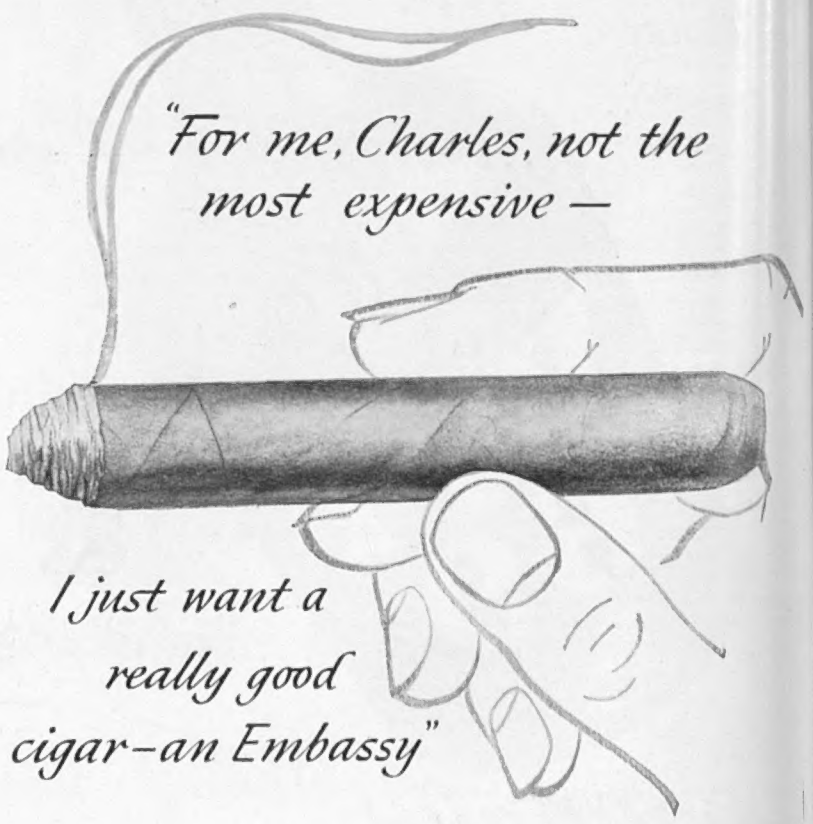

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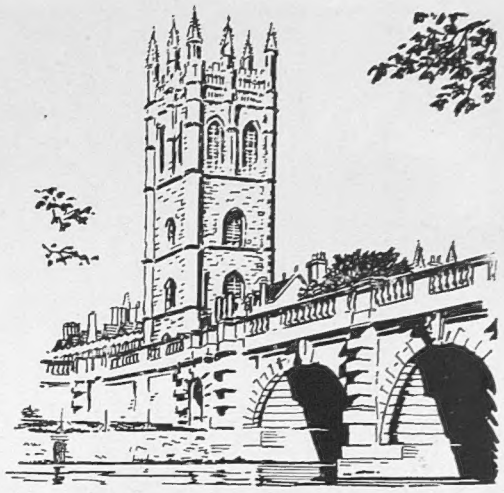
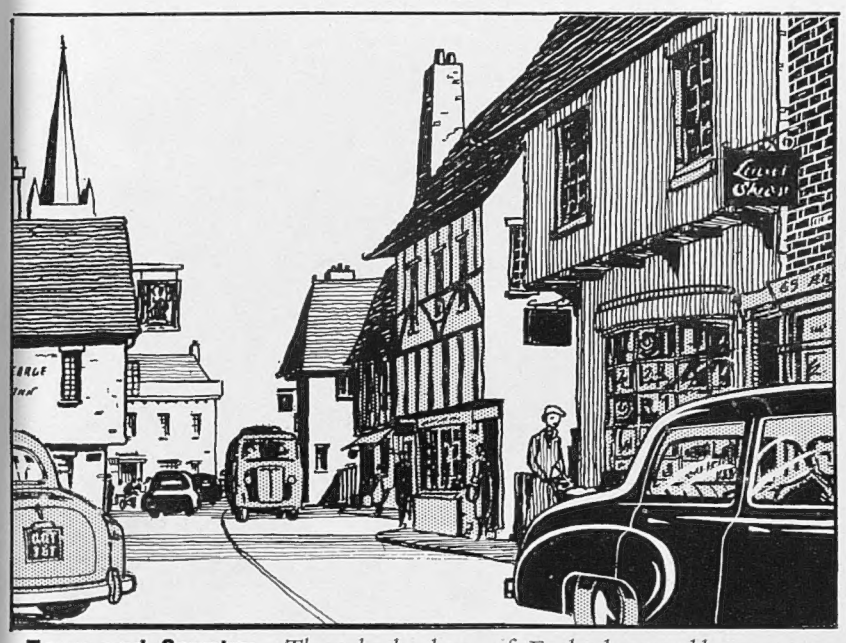


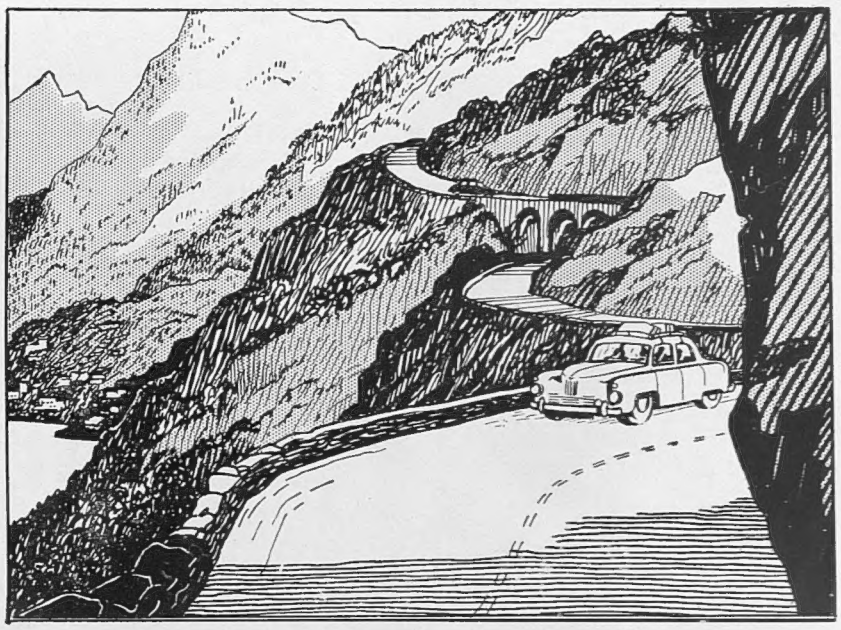
FROM OXFORD

to the highways of the world

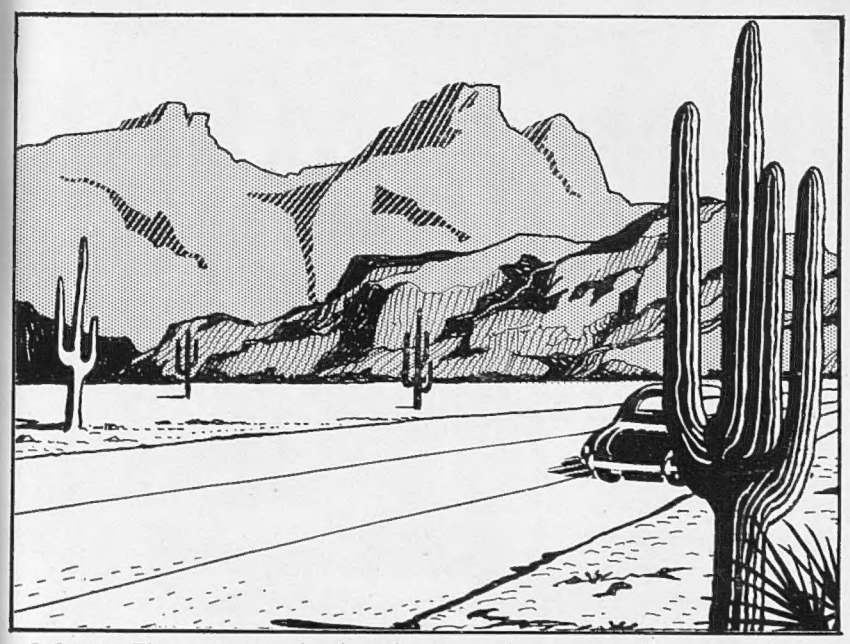
Oxford is both old and young. Rich-grained in tradition, modern in industry : age-mellowed and beautiful yet proud of the important part it plays in maintaining British supremacy in engineering. From Oxford to the highways of the world . . . famous British cars *with bodywork by Pressed Steel Company Limited.*



Town and Country *Through the heart of England—age-old towns, moorland, open country—cars stream along the Queen's Highway. The majority has Pressed Steel bodywork.*



Route to Monte Carlo *From the snows of the Alps to the S-bends of the Cote d'Azur . . . proving-ground for British dependability and the strength of Pressed Steel bodywork.*



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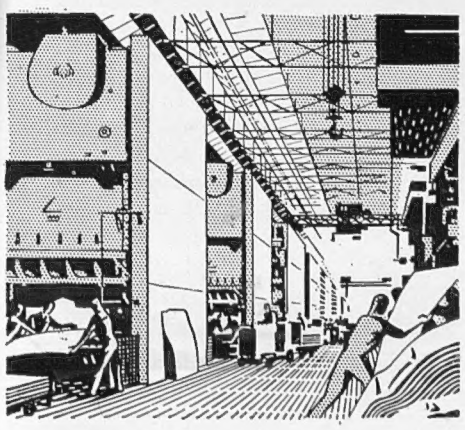

Pressed Steel Company Limited is proud to be associated not only with many of the greatest names in the British automobile industry, including Austin, Daimler, Hillman, Humber, Jaguar, Morris, Morris Commercial, M.G., Riley, Rover, Singer and Wolseley, but with other manufacturers yet to achieve world renown.

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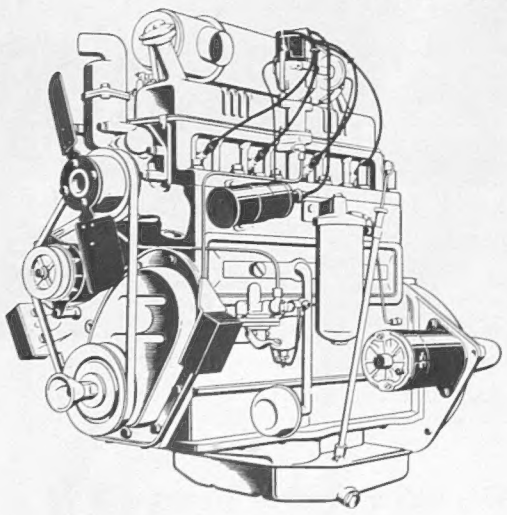
GREATER COMFORT

...the NEW *Sunbeam* MK.III

now with an 80 B.H.P. ENGINE



More Power Engineered from 2¼ Litres

The 2267 cc engine of the Sunbeam Mark III has a completely new cylinder head with redesigned ports, larger inlet valves, a manifold hotspot and a higher compression ratio of 7.5 to 1.

A superb 80 b.h.p. engine powers the new Sunbeam Mark III. A lusty 2267 cc unit that gives higher top speed, livelier acceleration—yet better fuel economy than before!

There's new-style front seating too, an improved facia panel—and many more feature improvements. This great rally-bred champion, with its unrivalled background of competition successes, is now, more than ever, a car to judge behind the wheel. It takes you far with never a trace of fuss or strain. Steering is precise and finger-light. Road-holding a revelation. Stopping power immense.

You must see, you must drive, this new Sunbeam to judge its outstanding merit. Ask your dealer to arrange a trial run this week!

Overdrive is now available

as an extra on the Saloon and Convertible models, and as standard on the Alpine. Operates by a flick of the switch on the steering column. Gives a higher-than-top ratio for cruising at low engine revs. You use less petrol and get longer life from the engine.

THE CAR YOU JUDGE BEHIND THE WHEEL

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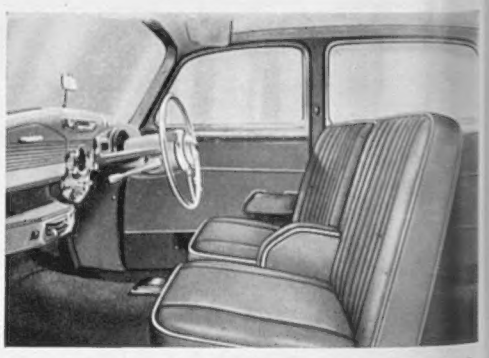
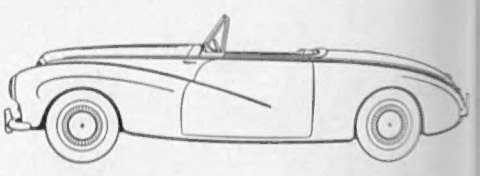
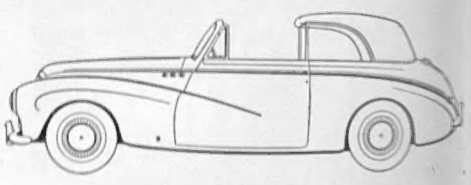


More Comfort and Ease at the Wheel

New-style front seating in the Sunbeam Mark III gives even greater comfort for the long journey. Beautifully upholstered throughout, with thick padded rests at centre and sides. On the new facia controls are neatly grouped — quickly to hand.



The 2¼ Litre Sunbeam Alpine 2 Seater



The 2¼ Litre Sunbeam Sports Convertible

Volume CCXIX No. 2852

The SPHERE, London, October 9, 1954

The SPHERE

with which is incorporated THE GRAPHIC

THE FIRST GAS-TURBINE HEAVY-TRACKED VEHICLE—ITS DEBUT WAS THE OUTSTANDING FEATURE OF A DEMONSTRATION OF BRITISH MILITARY VEHICLES LAST WEEK: This was held at the Fighting Vehicles Research and Development Establishment at Chertsey. In its present form it is capable of being developed to 1,000 h.p. A British firm has been carrying out investigations into the possibilities of jet power for military vehicles for some years. But the vehicle is still in its experimental stage.

Many visitors from overseas were among the spectators at the demonstration at the Army's Fighting Vehicles Research and Development Establishment. The show of all types of British-manufactured military vehicles was staged jointly by the Ministry of Supply and the Society of Motor Manufacturers and Traders. The first fighting vehicle to be powered by a gas-turbine was the star attraction. Its designers have employed a Centurion tank chassis as an experimental test-bed for the jet turbine unit, which is capable of developing 1,000 h.p. The vehicle, emitting a high-pitched scream from its exhaust, went twice round the demonstration circuit at speed, and showed its capabilities in starting and stopping. But experts point out that this research into gas-turbines is still experimental. It has yet to be decided whether the turbine is satisfactory for this purpose. Many other combat vehicles were also demonstrated, and it is hoped that the result will be increased custom for British traders from overseas. (Further pictures appear on pages 48–49.)

Postage—Inland, 2d.; Canada, 1½d.; Elsewhere Abroad, 2½d.

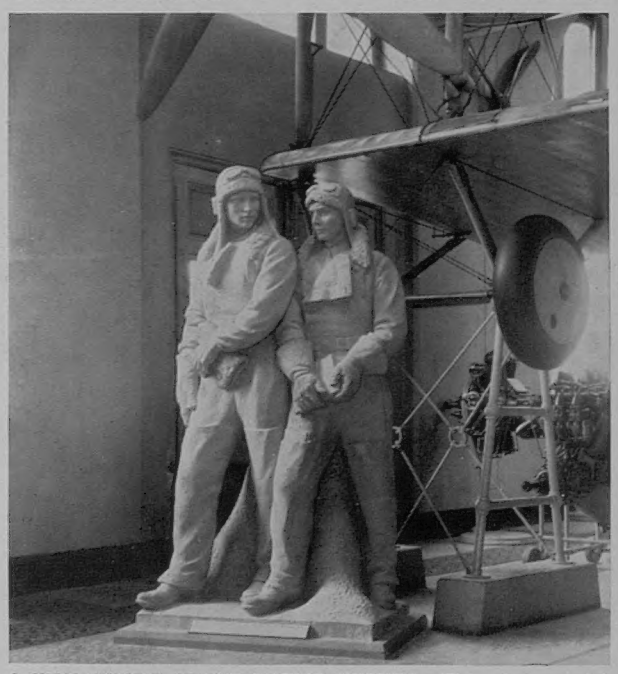
INTERNATIONAL CELEBRITY LUNCHEON

GUESTS AT THE ROYAL FESTIVAL HALL, LONDON : Sir Thomas Beecham greets Norman Collins at the second International Celebrity Luncheon arranged by Harold Holt Limited, on behalf of the Orchestral Concerts Society. In the centre of the picture is Neville Cardus, one of the guests of honour. This annual occasion gives members of the public who attend the Society's concerts an opportunity of meeting the artists.

A TROPHY FOR A MILER

DR. ROGER BANNISTER RECEIVES AN AWARD : He is seen holding the Pears' Trophy in recognition of his being the first man to run a mile in under four minutes. The presentation was made by the Editor of *Pears' Cyclopædia*, at a London hotel. Standing with Bannister are Chris Chataway (left) and C. W. Brasher.

COMMEMORATING TWO AIR PIONEERS



A NEW EXHIBIT AT THE SCIENCE MUSEUM : This plaster model of a statue of Sir John Alcock and Sir Arthur Whitten-Brown has been placed on exhibition in the National Aeronautical Collection at the Science Museum. It stands beside the original aeroplane in which these two pioneers achieved the first direct crossing of the Atlantic in 1919. The model, which was shown at the Royal Academy Summer Exhibition, has been lent to the Museum by the sculptor, Mr. William McMillan, R.A., and is the one which he used for the memorial at London Airport.

RATES OF SUBSCRIPTION TO "THE SPHERE"

Orders for subscription to THE SPHERE *should be handed to any bookstall or newsagent, or addressed to the Subscription Department,* THE SPHERE, *Ingram House,* 195-198, *Strand, London, W.C.2. The rates for* 12 *months, including Christmas Number, for Great Britain and Eire, are* £5 16*s.* 6*d.* ; 6 *months and Christmas Number,* £3 ; 6 *months without Christmas Number,* £2 16*s.* 6*d. For Canada the rates for the same periods are* £5 14*s.*, £2 19*s. and* £2 15*s.* ; *and for elsewhere Overseas* £5 18*s.* 6*d.*, £3 1*s.* 3*d. and* £2 17*s.* 6*d. Terms include postage.*

A London Newsletter

195–198, STRAND, W.C.2.

Scarborough and Lancaster House.

—The basis of a great Party Conference must usually be hope and expectation of a return to office. The Party thrashes out and forges a policy which (it hopes) will sweep it to power at the next election and enable it to rule wisely thereafter. For my part, I never believe all I hear about Labour disunity. All the protagonists realize that the first thing is to catch your hare—power. The different ways of cooking it must come later. If you haven't the hare, your notions of how to cook it are merely theoretical. Mr. Bevan knows that as well as Mr. Attlee. I felt no doubt that a measure of unity and agreement would be the outcome at Scarborough. But, of course, every word they spoke was bound to be relayed and attentively listened to by foreign delegates at Lancaster House, and many of them there would assume that the hare is in the bag and some of the cook's varied and bold recipes might be taken as this country's policy in 1955—a very wild assumption, but perhaps less unjustifiable from the fact that our foreign policy in the past has been less a matter of party conflict than in most countries. The chances of Labour returning to power in 1955 can never be better than even money. If they should go to the polls sharply divided, the odds lengthen. The *Conservatives* are in power. It is Churchill, Eden, Butler, Macmillan and Co. who have secured us our come-back ; it is Eden who brought the delegates to Lancaster House, and it is what Churchill and Eden say and promise that those delegates must listen to. The voices from Scarborough to-day are voices in the Wilderness, and there is no good reason to suppose that those voices will speak from Whitehall next year. But power is what Labour craves for, and they can never get it until closely united as a party and on policy, and that is why I expected that wild theories would be soft-pedalled at Scarborough and a measure of seeming unity attained. It *was*, by a narrow majority, on German rearmament. And sober judges declared that that day Mr. Bevan was in total eclipse. I don't believe that a man like Mr. Bevan is ever eclipsed until he retires or dies. His lone hand will strike many devastating blows yet, and his comeback will never surprise me. But it is quite possible that his "party" is now disintegrating.

E.D.C. and all That.

—A holiday is no doubt good for us all, but it has a bad effect on the brain, and for the first few days after my return to harness I found it unusually hard to disentangle the business done and doing by the various international organisations which, to confound confusion, shelter under the umbrella of initials. We write off E.D.C., I suppose, and we presume its successor will choose new initials. May those initials be as clear as the co-operation of nations for which they stand ! The G.A.C. of E.C. at Strasbourg agreed on an "alternative" formula to E.D.C., and in it British participation in a big way, and guarantees much more closely defined were cardinal points to balance Point 1 (German rearmament). S.H.A.P.E. (General Gruenther) has been in Paris appealing to the French people to admit Germany into N.A.T.O. The Nine-Power Conference has been examining the suggestions of G.A.C. of E.C. for a substitute for E.D.C. and worrying out its own, and Scarborough and Blackpool have been, and still are, at work exploring the same avenues. The Assembly of the U.N.O. in New York, relieved of open war in Korea and Indo-China, has been looking for a non-contentious subject, and hoped to make some progress with a disarmament resolution. Cyprus, as a subject for debate, seems to Britain to lie outside the Charter and may divide the Western bloc, but the Assembly are taking the risk. After all, U.N.O., by general agreement, has become merely a "useful debating society." I have sometimes wondered whether one organisation with a short title (spelt out) could not handle international problems which *have* solutions better and quicker than the "initial cohorts."

If U.N.O. Were What U.N.O. Was.—

I suppose that if U.N.O. had succeeded in achieving all the aims and powers for which it was designed, there would have been no good reason for coining N.A.T.O., E.D.C., S.H.A.P.E., U.N.E.S.C.O. and several more initial organisations. But U.N.O., having gone far along the road to nowhere taken by the League of Nations and become a "useful debating society," we are inevitably confounded and bedevilled by groups of initials representing organisations designed to reinforce it and safeguard its failing powers. And I 've said nothing about the A.C. (or Atlantic Charter) which, as far as I can recall, was, and is, a godfather of U.N.O. ; and nothing at all about Yalta (which looks like, but is not, five initial letters). In spite of all the money we have spent on peace palaces for some of these organisations, and all we annually spend on staffs and salaries and travel allowances for delegates and Ministers, I sometimes wonder if it would not pay us to throw back all these initial letters into the kitty and start again at the game of word-making. For the more of such organisations we have, the more must the Foreign Ministers be airborne, and there never is a day when three, four, six or nine Powers are not grappling somewhere in Europe or America with the problems of a group of organisations, disguised under groups of initials and cutting each other's circles. And each new conference, "full of high hope," is all too apt to "moulder cold and low." If only U.N.O. were what U.N.O. was (you know what) . . . ! But I dare say I shall see things more clearly when I have settled down to my desk. Meanwhile, we pin our faith on Nine-men's Morris, lately danced at Lancaster House. It is, indeed, a Dance of Death or of New Life and Hope.

France the Key-pin.—

Memory, always short, is not so short in France as in Britain. Who in Britain in 1940 would have supposed that France would dictate a post-war Western policy of defence after that war ? Or, in 1945, that Germany could have an effective veto over such policy ? But the French, God knows, have better or more bitter reason to remember the scars of war than we, grievously as we have been wounded. All Mr. Eden's recent and very severe activities have been concentrated on wooing M. France to accept Germany in N.A.T.O. and the latest hard bargaining is concerned with the extent of British commitment *sine die* in numbers of divisions to be kept in Germany. The safeguards M. France is concerned with are against future German aggression. Mr. Eden's have Russia as the chief danger. M. France has been persuaded to accept a formula which will satisfy the other nations concerned and protect France alike against Fascism and Communism, and the rest against the Communism they dread the more, having suffered rather less from Fascism than France. A formula had to be found—even a formula on paper is better than one more funeral of an effort to win Western Europe to a supra-national association to outlaw war. We can't bury all the efforts to achieve a solid front since 1945 in the grave of the League of Nations and E.D.C. But when it comes to bargaining, both Britain and France should throw their minds back to the aftermath of World War I and remember that a very small effort of resolution and statesmanship on their part could have nipped in the bud the rise of Hitlerism, and that a united effort at the right time could do so again, if the same danger threatened.

The Problem of Punishment.—

I was greatly impressed by a recent article in the *Sunday Times* written by Mr. Heckstall-Smith ("The State and the Law-breaker"). He wrote it with some

A ROYAL REUNION AT SOUTHAMPTON

THE DUCHESS OF KENT ARRIVES HOME FROM AMERICA : With her and Princess Alexandra, after their return in the *Queen Mary* from Canada and the United States, are the Duke of Kent (just behind his mother) and Prince Michael. The Royal tourists fulfilled many engagements in North America, one of the most prominent being the opening of the Canadian National Exhibition in Toronto.

experience of the inside of prison life, and all the points he made seemed to me convincing, though within a week many of them had been strongly challenged. I doubt whether the lay magistrate, compelled, as occasionally he is, to send a first or young offender to some form of imprisonment or detention, has to-day a very clear idea of the conditions to which he condemns him. The lay magistrate is very seldom concerned with the *penalty* for old offenders, since he passes that responsibility on to Quarter Sessions. He *is* concerned with young offenders, and his anxious efforts that the penalty shall cure and not embitter the young delinquent are handicapped by his ignorance of the conditions which obtain in the institutions at present available to him. An occasional visit to an institution of the kind is hardly sufficient. The points in Mr. Heckstall-Smith's article which most concern me all deal with the first or young delinquent. We are aware, of course, of the overcrowding in our prisons and institutions, but we are inclined to assume that in those made available to us for our delinquents, when necessary, there is no fear of contact with old lags, and that the type of warder or master who looks after the young offender is of high quality. This article is disturbing on these points, although any sweeping generalisation is obviously one-sided.

Short and Sharp.—Mr. Heckstall-Smith drives in the argument, which I find incontrovertible, that for the young offender, if the penalty of prison is to be curative or deterrent, the first taste of it must be short and bitter; at any rate, far less pleasant than it is. At the same time, the subjects for such drastic cures must be selected with infinite care. He would cut out for such youths the right to smoke and to buy sweets and small luxuries with the "credit" earned each week. Such credits should accumulate and be paid them on release to enable them more hopefully to make a fresh start, a vital need which the State does perhaps too little to fulfil. Nor should he be allowed twice a week to enjoy gangster or other trivial films. All he should see in that way should be instructional and educative, and the educational classes should be compulsory. But here again is a generalisation. The Ministry of Labour works hand-in-glove with the voluntary societies which help prisoners to a fresh start, and the work of probation officers is one of the glories of our civilisation.

A Property-owning Democracy.—It is an ideal of the Conservative Party to create and govern a property-owning democracy, and no one can say that industrial concerns are not helping to bring the ideal about. But it is not being achieved by the individual citizen all at once. For all too many it takes a generation of time to become a furnished-house owner. About 2,000,000 people are at work buying their homes through the building societies, and they will be paying for them for twenty years. These societies now have about £1,400,000,000 out on loan to buyers out of total assets of £1,600,000,000. It is a stiff outlay, with a narrow margin. The Halifax Society is one of the biggest, catering for one in six of the home-buyers, and it is cutting its loan rates by the half of 1 per cent., a saving to the buyer of £10 a year in interest. Not all the societies can see their way to such a cut. They must find the money to enable them to make the loans and the investor must be sure of his interest. It looks like very marginal finance, but such big figures make any reserve look substantial. And then the house, paid for or part paid for, must be furnished. Hire-purchase is booming at last. £500,000,000 every year are paid out on hire-purchase. It is a big sum and the client is well advised to make sure that the terms are as easy as they look: 5 per cent. must be reasonably expected by people who use goods they have not paid for, but it is wisdom to ensure that the operative word is purchase and not hire. Some people may find too late after ten years of punctual payments that they have hired expensively and purchased less than they expected. The sofa will be worn-out before the pleasure of full ownership is attained. These methods are attractive when trade is good, but even a temporary slump may turn them into a multiple tragedy.

Dame Flora's Odyssey.—Dame Flora MacLeod of MacLeod is off again on her travels. The twenty-eighth chief of the Clan MacLeod is in her seventy-seventh year and is no stranger to global travel by air and sea. The daughter of Sir Reginald MacLeod, who did much to restore the ancient grandeur of Dunvegan Castle in Skye (with its record of 900 years of continuous habitation), she has not only made it the headquarters of MacLeods all the world over, but has never ceased of late years to go out into the world's highways and compel more and more MacLeods to come in. And now, when many of her age prefer the fireside, she is off again on a five-months round trip, embracing Australasia and much else, to gather in MacLeods and invite them to visit Dunvegan.

THE OLD STAGER

IN NEXT WEEK'S ISSUE

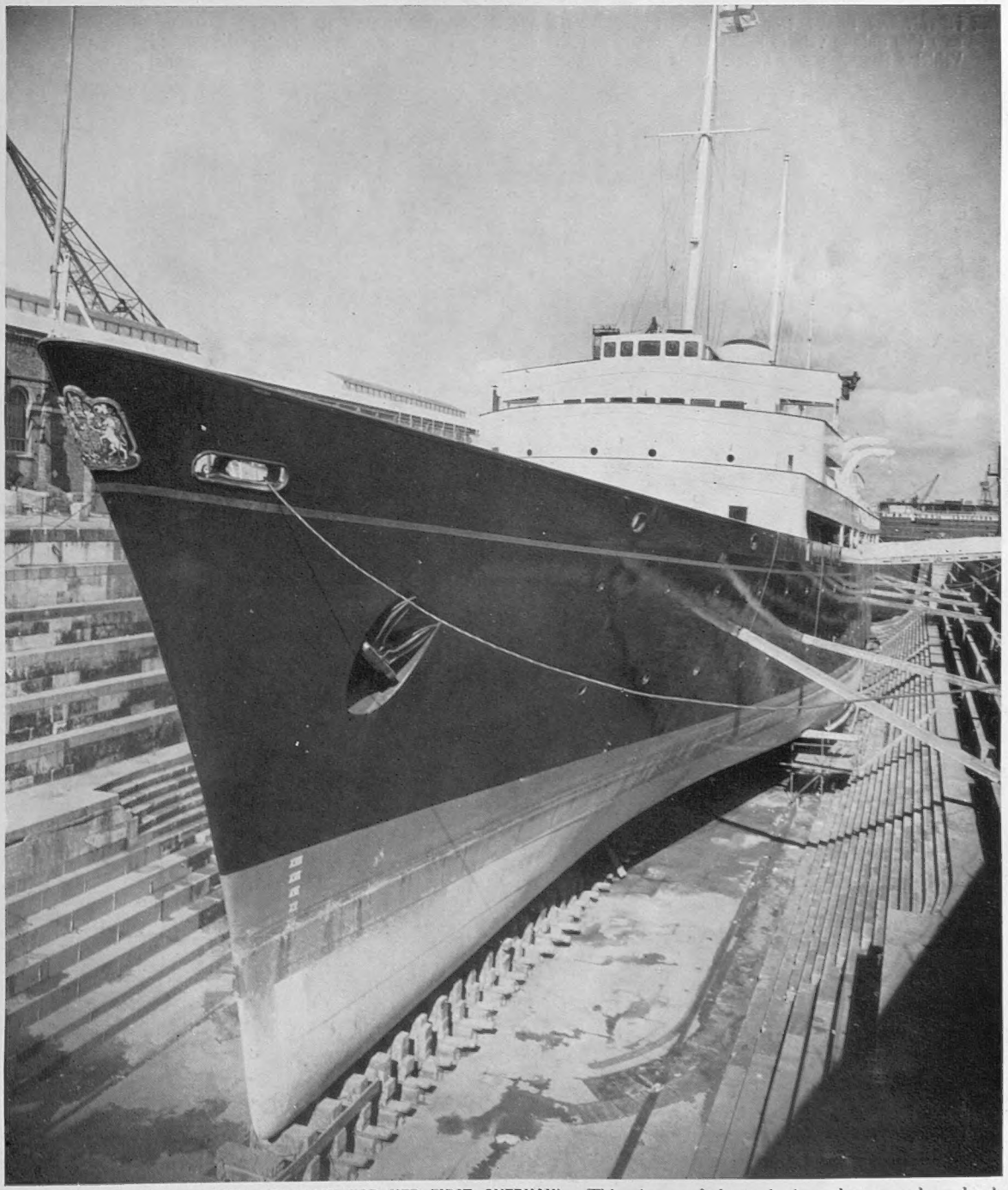
MITHRAS in LONDON

A Specially Illustrated Section Dealing with the Recent Finds at Walbrook

THE NEW CHURCH SCHOOL IN THE GROUNDS OF FULHAM PALACE

ST. MARK'S CHURCH OF ENGLAND SECONDARY BOYS' SCHOOL, WHICH WAS OPENED LAST WEEK BY THE BISHOP OF KENSINGTON: This view shows the balcony at one end of the school, which can be used during fine weather for music lessons normally conducted in an adjoining room. The pillared projection on ground-level provides protection for the boys during recreational periods should the weather be bad. The cost of the new building has been borne largely by the Diocese of London. Until the new school was ready for occupation the boys studied in Chelsea, where they formed the secondary school attached to St. Mark and St. John's Training College. In the hall of the new school is a stage which can be shut off for use as a quiet room; on a wall hangs a triptych which acts as a focal point for worship. The gymnasium is one of the finest in London. At the present time the Dioceses of London and Southwark jointly are developing fourteen schools.

H.M.Y. "BRITANNIA" HIGH AND DRY AT PORTSMOUTH



THE ROYAL YACHT GOES INTO DRY-DOCK FOR HER FIRST OVERHAUL: This picture of the majestic yacht was taken shortly after she had entered the dock at Portsmouth Harbour; at another berth was the old Royal yacht *Victoria and Albert*, which was being prepared for the shipbreakers' yards. Since she entered Royal service last year, H.M.Y. *Britannia* has made several trips, the two most notable occasions being the journeys out to Tobruk to embark the Queen and the Duke of Edinburgh after their Commonwealth Tour, and, more recently, to Canada to embark the Duke after his visit to that Dominion.

THE ARMY DISPLAYS ITS VEHICLES

The New Gas Turbine Heavy Track Vehicle is Shown, and Many Other Types Prove Themselves in Ordeal by Water

The Army's demonstration of military vehicles at the Fighting Vehicles Research and Development Establishment at Chertsey, in Surrey, proved a most satisfactory supplement to the Commercial Motor Show. It is anticipated that many orders will come to the British firms concerned from the overseas visitors who saw the soldiers demonstrate their own efficiency and the efficiency of their vehicles. About 100 different types of vehicles—combat and general service—were put through their paces. The Ministry of Supply and the Society of Motor Manufacturers and Traders were jointly responsible for the show.

Undoubtedly the star of the proceedings was the Army's first "jet"—a gas turbine heavy track vehicle which was making its maiden appearance in public. It made two impressive drives round the test circuit. But all those concerned with its development emphasise that it is still in the experimental stage and that it cannot yet be seen whether a gas turbine vehicle has great advantages over the more conventionally propelled vehicles at present in use. Another great attraction was the wading tank of water, 6 ft. deep, through which many of the vehicles passed successfully, proving that the Army is now equipped to fight under almost any kind of conditions. Among those who saw the displays were King Feisal of Iraq and many representatives of foreign Governments and private buyers.

THE FIRST ARMY HEAVY TRACK VEHICLE POWERED BY A GAS TURBINE SHOWS ITS PACES : Spectators, many of them from overseas, saw this unique vehicle make two runs round the test circuit during a demonstration of British military vehicles at the Fighting Vehicles Research and Development Establishment at Chertsey. About 100 vehicles of different types were shown at the display.

ORDEAL BY WATER : A 5-cwt. truck emerges successfully from the 6-ft.-deep wading tank with the driver and passenger standing. The ability of British-manufactured military vehicles to pass through deep water impressed all who saw the demonstration, including King Feisal of Iraq.

A WATERPROOF TRUCK: Civilian and military spectators look down on a 1-ton truck which convincingly demonstrates its proofing against water as it drives through the water in the wading tank, shown by the gauge to be nearly 6 ft. deep. The periscope-like pipe on the off-side provides air and exhaust for the engine.

A NEW CARRIER ON ITS WATER TRIALS : This is the "Cambridge," one of the latest of the Army's all-purpose carriers. It has a canvas wall which, as seen here, is raised in the water. The exhausts are poised like snake heads at the rear.

THE ARMY TAKES TO SUBMARINE DUTIES : The R.E.M.E. soldier, who appears to be in the conning tower of a submarine, is actually directing a scout car submerged in the water. This vehicle is used for reconnaissance and liaison in forward areas. It mounts a ·303 Bren gun.

A CARRIER ENTERS THE WATER : This armoured vehicle is a carrier for personnel in armoured and armoured-car regiments and in Divisional engineering units. It can be rapidly converted to become a load-carrier. In both land and water trials, the Army showed its efficiency.

THE SCOUT CAR STARTS ITS "DIVE" : The vehicle, seen fully submerged at the top of this page, is here beginning its submarine journey. The open top is sealed with waterproof covering, from which the "pilot" obtrudes.

THE FOREIGN MINISTERS ARE GREETED BY THEIR AMBASSADORS ON ARRIVING IN LONDON FOR THE NINE-POWER CONFERENCE WHICH WAS CALLED TO DECIDE THE FUTURE from left to right, M. Pierre Mendès-France with the French Ambassador, M. René Massigli; M. Paul Henri Spaak (left) with the Marquis du Parc-Locmana, the Belg Ambassador, Dr. Dirk Stikker; and Mr. John Foster Dulles with the American Ambassador, Mr. Winthrop Aldrich. These Ministers arrived two days before the Confere

A JOKE FROM VISCOUNT MONTGOMERY AT No. 10: A jovial group outside No. 10, Downing Street as Sir Winston Churchill says farewell to his guests after one of the luncheons the Prime Minister gave during the Conference. Also seen in the picture are the West German Chancellor, Dr. Adenauer, left; Field-Marshal Viscount Montgomery, centre; and M. Joseph Bech, Foreign Minister of Luxembourg.

Western Unity at Lancaster House

An Agreement Providing for German Rearmament with Important Safeguards was Signed at the End of the Nine-Power Conference Held in London

After their six-day conference, characterised by some fierce arguing and hard bargaining, the representatives of the nine Powers finally came to an agreement to ensure the safeguarding of Western defence. It was agreed that the occupation of Western Germany should end as soon as possible, that sovereignty should be restored to her, and that the Federal Republic should raise armed forces, probably with a total of 500,000 men, to take part in the Western defensive alliance within the framework of the Brussels Treaty. Among the important safeguards which were agreed was the establishment of an agency for the control of armaments on the Continent of all the Powers concerned except Britain. Germany herself declared that she would not manufacture atomic, bacteriological or chemical weapons, and limitations were imposed on her on the manufacture of large aircraft and ships, and of long-range missiles.

More progress was made at the Nine-Power Conference than possibly at any of the other many international conferences held during the present year. The cynic may reply that it was about [illegible] for t rejection of E.D.C. by Fr[illegible]nce h left a gaping void in t[illegible] lans f Western Defence whic[illegible] mand immediate and drastic at[illegible]n. T Conference was transfo[illegible] on or its second day, when M[illegible] den p forward Britain's offer [illegible] mainta her troops and her Air [illegible] on t Continent of Europe. [illegible] was decisive gesture, for wh[illegible] mark the end of an era in whi[illegible] B[illegible]tain h refused to commit her[illegible] physica to any form of Europea[illegible] y, it f filled at the same time t[illegible] a[illegible]ratio of France, who had de[illegible] d clo participation by Brit[illegible] and t United States. Mr. D[illegible] a promised a certain amo[illegible] supp for a European Army fr[illegible] Uni States armed forces, b[illegible] at the sa time warned the del[illegible] at Conference that this [illegible] the chance his country wa[illegible] pared give to Western Europ[illegible] settle differences among th[illegible] Desp last-minute hitches, [illegible] ver, delegates seized their [illegible] ortun and provided their Par[illegible] nts ra the agreement, a str[illegible] Europe army is in sight.

THE FOREIGN MINISTERS AND THEIR DELEGATIONS AT THE OPENING CONFERENCE AT LANCASTER HOUSE: Two sections of the square which made up the Conference table. the names of their countries. *On left*—At the end of the table in the foreground is M. Mendès-France (France). At the centre table are Dr. Adenauer (West Germa at the next table can be seen M. Bech (Luxembourg). *On right*—At the end of the table in the foreground is Mr. Pearson (Canada). At the table to his right and Mr. Dulles (United States). At the end of the Conference, which lasted six days, the representatives of the nine Powers agreed on a compromise solution for a sys Germany. The Federal Republic would be freed of the occupation regime and would be allowed to join the Brussels Treaty Powers with armed forces; but Dr. Adena

ESTERN EUROPEAN DEFENCE : These airport pictures show, mbassador ; Mr. Johan Beyen (right) with the Netherlands pened in order to hold conversations with their advisers.

On right—ITALY'S NEW FOREIGN MINISTER AT THE CONFERENCE : Signor Gaetano Martino, who only took office the week before, seen, centre, at Lancaster House. On right is Signor Del Balzo, of the Italian Foreign Office, and left, Signor Manlio Brosio, Ambassador in London.

A GENERAL VIEW OF THE CONFERENCE ROOM AND THE TRANSLATION ARRANGEMENTS : The delegations at the Conference table at the first session held in the music-room of Lancaster House. In the foreground are the Canadian and French delegations. The other delegations, seen from left to right, are the German, Italian, Luxembourg, Netherlands, United States, United Kingdom and Belgian. In the far distance are the three interpreters' cabins for English, French and German. The United Kingdom delegate seen reading a newspaper at the table is Sir Ivone Kirkpatrick, Permanent Under-Secretary of State at the Foreign Office. *Inset on left*—The interior of an interpreters' cabin. There are two interpreters to each of the three languages which were used at the Conference. As he or she hears a speech on the headphones the words are simultaneously translated. Each delegate can turn a switch and listen in to whichever language he chooses.

reign Ministers are sitting behind the plaques bearing t, and Signor Martino (Italy), right, and to his right m right, M. Spaak (Belgium), Mr. Eden (United Kingdom) Western European Defence which incorporated Western nounced his country's right to manufacture nuclear weapons.

ENTENTE CORDIALE—NEW STYLE : M. Mendès-France and Mr. Dulles in conversation at the French Embassy on the day before the Nine-Power Conference began. Possibly in view of the rumours that the two statesmen were not on good terms, Mr. Dulles made it one of his first tasks on his arrival in London to seek out the French Prime Minister and discuss any differences which had arisen between them. The talks seem to have been amicable, and probably contributed to the more cordial atmosphere of the Conference on the ensuing days.

TYPHOON TRAGEDY IN JAPAN

The Aftermath of the Storm at Hakodate, where Over 1,100 People Lost Their Lives

The frequency with which disasters overtake the populated countries of the East does not diminish their tragedy, and the toll of last month's typhoon in Northern Japan reached immense proportions. The storm struck the southern part of Hokkaido, the northernmost island of Japan, just as a railway ferry was crossing over to the main island of Honshu. Carrying 1,252 passengers, the *Toya Maru* was caught in the full force of the typhoon and her engine-room was swamped. The captain gave the order to beach the vessel in Hakodate, but she was swept on to the rocks. Apparently forty-five railway carriages broke loose, crashed to one side of the big 4,337-ton vessel, and rolled the ferry over, at the same time throwing many of the passengers into the water. Nearly 1,100 of the passengers lost their lives, among them 62 foreigners, including 50 American servicemen and their dependants. Meanwhile at Hakodate other ferries foundered, and some 250 of the crew on board died.

In other parts of Hokkaido the typhoon wreaked tremendous, if less spectacular, havoc. In the town of Iwanai, 90 miles to the north, two-thirds of the city, about 3,000 houses, were destroyed by fire in a matter of minutes. In other parts floods and landslides were reported. Hakodate itself was without light or power, and emergency generators were used to help in the rescue operations. From the point of view of damage at sea this was the worst typhoon in Japanese maritime history. No fewer than 876 ships were reported sunk, 3,467 ships damaged, 130 grounded, and 154 adrift. And before the typhoon had reached its tragic climax on the northern island, it had already left about 500 victims in its wake.

Above and below—THE END OF THE FERRY IN WHICH 1,000 PEOPLE LOST THEIR LIVES: The upturned hull of the *Toya Maru*, the railway ferry which was smashed against the rocks off Hakodate, in Northern Japan, during one of the worst typhoons recorded. Nearer the beach is the stranded vessel *Shinsei Maru*. Over 1,000 passengers on the *Toya Maru* lost their lives when the vessel was smashed against the rocks.

ONLY THE HULL REMAINS: The overturned hull of the *Toya Maru*, which carried trains between the main island of Honshu to the northern island of Hokkaido. Only 163 of the 1,252 passengers and crew of the vessel were saved. Among the victims were fifty American servicemen and their dependants.

SOME OF THE BODIES WHICH WERE RECOVERED: The victims from the railway ferry are seen in a kindergarten at Hakodate which belongs to a temple, before being placed in their coffins.

THE GRIM RELIC OF TRAGEDY: The empty life-jackets and rafts from the *Toya Maru* make a grim picture on the beach at Hakodate, with the beached *Shinsei Maru* in the background. The official toll of dead and missing in the typhoon disaster at the end of last month was more than 1,600.

A NEW APPEAL FOR GUILDFORD CATHEDRAL

As Work Continues, an Appeal for £175,000 to Build the Nave is Launched

Last week a new and determined effort was made to bring on the construction of Guildford Cathedral, that lone and impressive building which has now stood unfinished on the top of Stag Hill for nineteen years. It is hoped to raise by 1956 £175,000, enough to pay for the construction of the nave. If that can be accomplished in the next two years it will become possible to dedicate Sir Edward Maufe's building as a cathedral. It is particularly hoped that the dedication can take place in 1956 to coincide with the 700th anniversary of the first charter of the City of Guildford. The Mayor of Guildford, Mr. Leslie Codd, told a meeting of all the civic authorities in the diocese of Guildford of the steps he has taken to make his appeal a success. Miss E. Iredale, organising secretary of the Cathedral Fund, gave an example of one of the main schemes for raising money. This was the appeal for 1,000,000 half-crowns, one for every brick in the cathedral, which, if successful, would raise £125,000. Meanwhile, work on the cathedral has continued. Already £250,000 has been spent on it, and it is estimated that altogether another £300,000 will have to be spent before the building is completed. While no new part has been added this year, minor improvements have been made, such as paving the choir and chancel with Purbeck stone. Pipes are at present being laid to heat that part of the cathedral which has already been built, and which is already being used.

A NEW DRIVE FOR FUNDS IS LAUNCHED: Sir John Wenham, Chairman of the Surrey County Council, addressing a gathering held under the crossing of the unfinished Guildford Cathedral. At the meeting an appeal was launched by the Mayor of Guildford for £175,000 to build the cathedral nave.

THE SIMPLICITY OF THE ALTAR: Sunlight makes a pattern on the wall of the east end of the cathedral. The functions of the cathedral are at present being carried out in the Cathedral Church of Holy Trinity in the city of Guildford itself.

A FAMILIAR SURREY LANDMARK: The partly-completed east end of Guildford Cathedral, with the great cross in the foreground at right, which is illuminated at night. The cathedral is sited on a dominant position on the top of Stag Hill, barely a mile from the city.

On left—
THE CROSSING OF THE UNFINISHED CATHEDRAL: The nave will eventually join the building at this point. The folding doors and the walls immediately above and in the two bays are temporary. Red brick and Clipsham stone are being used in the construction of the cathedral.

On right—
INSIDE GUILDFORD CATHEDRAL TO-DAY: Although £250,000 has already been spent on the building, the cathedral cannot yet be used for normal cathedral services.

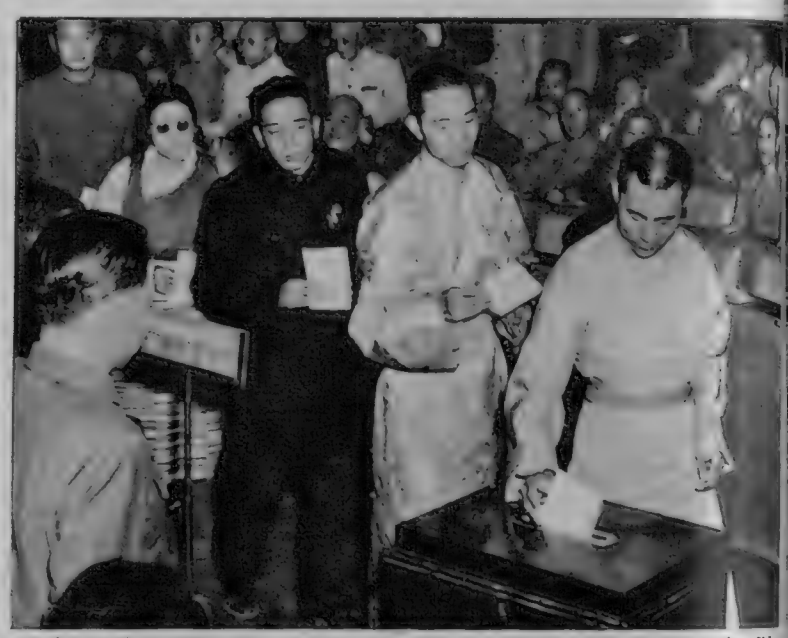
Foreign News in Pictures

THE EASTERN SCENE

Recent Events in Japan and China, and a Survey of News in Other Parts of the World

THE HYDROGEN BOMB CLAIMS ITS FIRST VICTIM: *On left*—The Japanese Foreign Minister, Mr. Katsuo Okazaki, speaking to reporters at a Tokyo conference on the subject Japan's claims against the United States for damage done by nuclear explosions in the Pacific earlier this year. *On right*—The body of Aikichi Kuboyama is tak from the dissecting room of a Tokyo hospital, where he had died of the effects of radioactive ash which had fallen on him and twenty-two other fishermen last Marc

No man can have had a more public illness than Aikichi Kuboyama, the thirty-nine-year-old wireless operator of the Japanese fishing-vessel *Fukuryu Maru*, on whose crew of twenty-three radioactive ash fell after the nuclear explosions at Bikini in March. Kuboyama had been ill ever since he landed in Japan after the mishap, and he became the embodiment of Japanese resentment against the hydrogen-bomb tests. Earlier last month, while lying in a Tokyo hospital, he developed jaundice and symptoms of pneumonia. When he fell into a coma the whole of Japan began to follow his progress by Press reports which eclipsed most other news on the front pages, and by wireless bulletins broadcast almost hourly. Two days before Kuboyama's death his heart weakened, his condition became critical, and Buddhist priests offered special prayers for his life. On receiving the news of the fisherman's death, Mr. Allison, the American Ambassador in Tokyo, extended the sympathy of the United States to the bereaved. The next day he sent a cheque for £1,000 to the widow to make life easier for her and her children. The Japanese Foreign Minister, however, has already stated that a tentative claim for £5,000 had been under Cabinet consideration.



VOTING FOR CHINA'S NEW CONSTITUTION: *On left*—Mr. Mao Tse-tung, President of Communist China casting his vote in Peking. *On right*—The Dalai Lama of Tibet, followed by the Panchen Lama his traditional rival for Tibetan power, at the ballot-boxes at the first National People's Congress

For the first time since the Communists came to power in China in 1949 a successor to Mao Tse-tung, the President, has been nominated. This is the most significant result of the voting for a new Constitution which took place in Peking last month. In the past there were six Vice-Presidents, but now there is only one. The man elected to this post, which is presumably the second in the land, is General Chu Teh, commander-in-chief of the Chinese People's Army. The election of this formidable military leader came as something of surprise, for it had been generally believed that Chu En-lai, the Prime Minister and Foreign Minister, stoo next to the President. Chou, in fact, takes fourth plac in the hierarchy, third in importance being Mr. L Chao-chi, who was elected Chairman of the Standi Committee of the National People's Congress. Liu the leading expert on Party theory, and will have charg of the laws and edicts promulgated in China.

On left—
FUN AND GAMES FOR THE CAUDILLO: General Franco keeping his granddaughters happy on the sands at his summer residence at Corunna, in North-West Spain. They are Maria del Carmen and Maria de Lao, the children of General Franco's daughter Carmencita.

On right—
MORE ITALIAN CLIMBERS HOME: Members of Professor Desio's expedition which conquered K2 this summer, seen on board the *Natale Petri* on their arrival at Naples. Other members of the expedition had returned earlier.

THE NEW PRESIDENT OF THE UNITED NATIONS GENERAL ASSEMBLY IN OFFICE: Dr. Eelco N. van Kleffens, of the Netherlands, is shown with his unusual gavel in hand as he presided for the first time over a session of the United Nations General Assembly. Watching him on left is the Secretary-General, Mr. Dag Hammarskjöld. Dr. van Kleffens was elected President of the General Assembly in succession to Madame Pandit. He received forty-five votes in the secret ballot. Dr. van Kleffens was Dutch Ambassador to Portugal and had previously been Ambassador in Washington. In the early days of the United Nations he had represented the Netherlands on the Security Council. Dr. van Kleffens told the General Assembly that the world was no longer seated on a mere keg of powder, but on a thermonuclear bomb. Mere co-existence, he said, was not enough, for corpses could also co-exist.

RODEO IN MOROCCAN STYLE: A general view of the traditional North African rodeo which marked the climax of the annual pilgrimage to Moulay Idriss, near Rabat, which took place last month. At Moulay Idriss a number of the pilgrims were greeted by M. Francis Lacoste, the French Resident-General.

On left—
ANOTHER AMERICAN PRISON RIOT: Inmates of the House of Correction in Chicago lining the railings outside their cells. They were protesting against their evening meal. A menu of hot dogs and pea-soup, they claimed, was really not good enough. So windows were smashed and scuffles with the guards took place. But unlike the riots in the Missouri State Penitentiary the week before, there were no casualties.

A LONDON SCIENTIST RECEIVES A PEACE PRIZE IN MOSCOW: Professor J. D. Bernal (right) listening to the applause after he had received the Stalin Prize for the Consolidation of Peace among the Nations in the Sverdlov Hall of the Kremlin. In the centre foreground is Mr. D. V. Skobeltsyn, Chairman of the Stalin Prize Committee, who had presented him with the Prize's Gold Medal and Diploma. On the left can be seen Mr. Ilya Ehrenburg, the well-known Soviet writer. Professor Bernal is London University Professor of Physics at Birkbeck College. In Moscow he had a long talk with Mr. N. S. Krushchev, the First Secretary of the Communist Party.

THE MONTESI AFFAIR IN ROME—SIGNOR SCELBA RECEIVES A VOTE OF CONFIDENCE: The Ministers around him look anxious as the Italian Prime Minister, Signor Mario Scelba, addresses the Senate in Rome during the debate on a vote of confidence which hinged mainly on the Montesi affair. Sitting in the same row as the Prime Minister are, from left, Signor Giovanni Ponti, Minister without Portfolio; Signor Michele de Pietro, Minister of Justice; Signor Giuseppe Saragat, Vice-President; Signor Umberto Tupini, Minister for the Reform of the Bureaucracy; and Signor Bruno Villabruna, Minister of Industry and Commerce. Presiding over the session of the Senate is its forceful President, Signor Cesare Merzagora.

IN CHARGE OF "INQUIRIES": Judge Raffaello Sepe stepping into Rome Prison to continue the interrogation of Piero Piccioni, son of the former Foreign Minister, who had been arrested in connection with the Montesi case. The judge has received letters threatening his life.

On left—

The opposition to Signor Scelba's Government, notably, of course, the Communists, are doing their best to derive the greatest possible advantage from the Montesi scandal, which has been rocking Rome and Italian public life for the past year. The developments last month were such as to encourage the hopes of the Opposition that their manœuvres would succeed. Signor Attilio Piccioni, the Foreign Minister, resigned in order to be able to stand by his son, a dance band leader who had always been reputed to be heavily involved in this vice and murder affair. Young Piccioni was, in fact, arrested and held for further interrogation. The Scelba Government was under heavy fire from the extreme Left and Right Wings for alleged complicity in the affair, and a long and often ill-tempered debate in the Senate was concluded with a scathing reply from the Prime Minister himself. In the end Signor Scelba gained a fairly comfortable vote of confidence, which is not apparent in the figures of 114 votes to 97, for most of the Senate divided according to Party lines.

DEFENCE AGAINST TIDE AND TEMPEST

The New Sea Wall Nearing Completion Between Thanet and the Kentish Mainland will Resist the Full Winter Fury of the Ocean

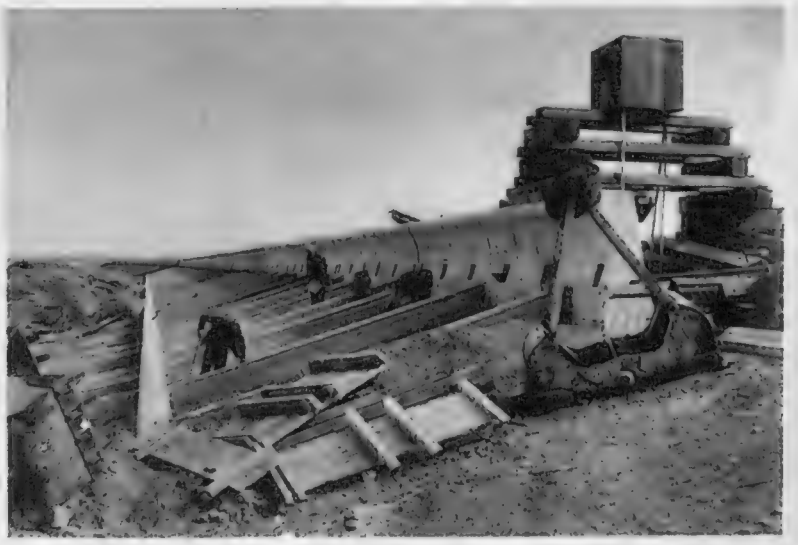
KENT'S NEW SEA DEFENCES NEAR COMPLETION : Workmen are finishing the top of the new sea wall—three miles long on the coast between Reculver and Birchington—which joins the Isle of Thanet to the mainland of Kent and will prevent repetition of the devastating flood disasters of 1953.

35,000 CUBIC YARDS OF CONCRETE : This is only some of the material which is being used in this fortress against the sea. The concrete blocks are filled with clay and reinforced with steel. Many of the blocks weigh about 300 lb. each.

THE OUTER BASTIONS : The blockwork apron on the seaward side of the wall extends in certain exposed sections to a distance of 120 ft. out to sea. As can be seen, rough weather has already swept shingle on to its lower parts. The new defence against the sea will be finished at the beginning of next year. It replaces the damaged sea wall.

TO WITHSTAND ANY VIOLENCE FROM THE OCEAN : A workman carries a strut along the top of the nearly-finished wall. The barrier has been planned to meet the maximum violence of the waves and the winter winds.

"GENERAL WINTER" WILL BE DEFEATED : In spite of this year's bad weather, the 500-strong labour force is keeping to schedule by working round the clock, with floodlights at night. Some of them are seen here reinforcing the concrete blocks of the sea defence.



THANET CAN SLEEP IN SAFETY : This upper concrete wall will resist the most violent waves. About 500,000 tons of clay have been laid as a foundation in the marshy ground on which this concrete fortification rests.

In spite of the bad weather this summer, the 500-strong labour force on the great new sea wall being erected between Birchington and Reculver, on the north Kent coast, is nearing the completion of its task. The project will be finished at the beginning of next year. The purpose of this 3-mile bastion of steel and concrete, which connects the Isle of Thanet and the mainland of Kent, is to prevent a repetition of the flood disaster of 1953. It is replacing the former sea wall, which was completely smashed by the winds and tide, resulting in the inundation by the sea of thousands of acres of valuable farmland.

Some idea of the strength of the new wall, which embodies all the latest ideas in sea defence, can be gained from the quantities of materials being used. These include 300,000 cubic yards of clay, 600 tons of steel reinforcement, 35,000 cubic yards of concrete, 400 tons of sheet steel piling and 320,000 concrete blocks, of which most weigh about 300 lb. each. Both seaward and landward slopes are paved with concrete blockwork capable of resisting the heaviest buffeting of the waves in the winter gales of the North Sea. The blocks are joined with bitumen, which gives flexibility. The grillage of the beams supporting the wall is articulated, to allow for settlement of the underlying marshy soil on which the structure has to be built. Work on the construction continues all round the clock.

Filming "Moby Dick"

Off the South Wales Coast the Sea Scenes in the Colour Film of Melville's Whaling Classic are Shot

THE "PEQUOD" AT ANCHOR OFF FISHGUARD : Much of the action in the film of *Moby Dick* has been taken in this eighty-year-old schooner. She has already appeared in one film—Walt Disney's *Treasure Island*. For *Moby Dick* alterations have been made.

The sea scenes for John Huston's film version of Herman Melville's *Moby Dick*—the immortal classic of mid-nineteenth-century whaling—are now being shot off the coast at Fishguard, in South Wales. Captain Ahab's whaling ship, the *Pequod*, in which so much of the action takes place, is an old topsail schooner, the *Rylands*, which was launched in 1870. She is no newcomer to films, for she made her debut six years ago as the *Hispaniola* in Walt Disney's version of *Treasure Island*. Until recently the vessel was at Scarborough, where she was a great attraction for holidaymakers. To become the *Pequod*, she has undergone considerable alterations. A false main-deck has been constructed 4½ ft. higher than the original and a quarter-deck has been added with a new stern and transom. A false bow gives the bluff appearance of a period whaler. Below decks, however, she is in many respects up to date. Make-up, wardrobe and property departments have taken up quarters in newly-built cabins, and the very modern galley is a canteen which can feed more than 100 people. This has enabled the film unit to be completely self-supporting at sea.

Moby Dick himself has been brought to life in Fishguard Harbour. The monstrous white leviathan has an outer skin of rubber sheeting, which is stretched over a wooden framework. Inside are tanks for compressed air, by which means the whale floats. Moby Dick is 90 ft. long and is true to Melville's vivid description. He carries the scars of many harpoon encounters on his massive back. The film, which is in colour, is regarded as one of film director John Huston's most ambitious productions. Peg-legged Captain Ahab is played by Gregory Peck. The Scots actor, James Robertson Justice, is the other whaling captain, Captain Boomer.

THE SEA-PROOF CAMERA : In shooting the whaling-boat sequences off the coast of South Wales for John Huston's film version of Herman Melville's classic, a special container was built for the camera. This prevented damage by sea-water, but the cameramen and the cast had several duckings on rough days.

"THERE SHE SPOUTS" : Daggoo, played by Edric Connor, hurls a harpoon from the bows of the whaling-boat. Gregory Peck is the one-legged and obsessed Captain Ahab ; the bearded Scots actor, James Justice, is the one-armed Captain Boomer, and Richard Basehart plays the seaman Ishmael. *Moby Dick* is in colour.

QUEEQUEG'S FANTASTIC MAKE-UP : Frederick Ledebur takes three hours each morning to make up as the tattooed Indian.

MOBY DICK HIMSELF TAKES SHAPE : The monstrous leviathan, with whom Ahab and the whalers waged a feud to the death, is being constructed in Fishguard Harbour for the film. Workmen are seen here putting on the outer skin. This consists of rubber sheeting stretched over a wooden framework. Inside the body are tanks for compressed air.

Contrasts from Scotland

MINING IN THE ONLY HIGHLAND COLLIERY

FARMING ON IONA

FROM MINER TO CROFTER : After a day at the coal-face, Neil Sutherland tunes up a tractor while his brother fills up with water. A four-hour stint in the fields after eight hours in the pit is all in a day's work. *Below*—At work in the pit.

THE ONLY PIT IN THE SCOTTISH HIGHLANDS : A view of Brora Colliery, Sutherland, situated on a salmon river among heather hills. So popular has it become that it is responsible for a miniature drift from the bigger pits in the south. It is Scotland's oldest pit and gives employment to the only crofter-miners in the country.

At Brora, in Sutherland, 630 miles north of London, is the only colliery in the Scottish Highlands; its white-washed buildings and headgear nestle among heather-purple hills in the crook of a salmon river many miles from any other coalfield. It is the oldest pit in Scotland, yet it produces the youngest coal—125,000,000-year-old Jurassic coals in distinction to 260,000,000-year-old carboniferous coals worked in other parts of the country. In its long history, dating back to 1529, it has never known a labour dispute. But perhaps the most interesting thing is that it employs the only crofter-miners in the country; men who, when they are not mining, carry on the traditional life of Highland crofters, tending cattle, pigs, sheep, and hens. Neil Sutherland is such a man, and he not only finds time to farm 12 acres of land between shifts, but has enlarged his croft with bedroom and kitchenette built by himself.

These are three things that distinguish Brora, but they are by no means all. For example, the rents for many of the workers are some of the lowest in the country, at £1 per year for a house and land to go with it. Also, the Brora miners won a silver cup a few years ago for the biggest percentage increase in coal output for a small mine over a three-month period. So popular, in fact, has Brora become that it has been responsible for a miniature drift from southern collieries, one man having left his work at Comrie, a very modern pit, to work at Brora. "A man who comes here comes to stay" seems to be the motto at Brora.

The National Coal Board did not take over Brora for economic reasons. Nevertheless, it is providing employment for over forty men, and giving good return to Sir David Robertson (who is also the local M.P.), Mr. John A. D. Paton, hotel proprietor, and Mr. William McCall, who left a pit producing 500 tons of coal per day to take over at Brora in order to improve the place. He has done it so well that a briquette factory has been added to the colliery. Underground roads have been widened and strengthened, a new fleet of coal hutches has been built, and the two oldest workmen, who have been in the pit since they were boys, cannot remember better times for miners. Mr. McCall says there is sufficient coal at the present working depth of 400 ft. to last for the next 100 years.

IONA'S LINK WITH THE MAINLAND : The ferry-boat runs from Mull across a mile of shallow water to the landing-stage seen on the right; beyond the village is the cathedral. Iona's harvest this year is particularly good, but bad weather is hampering operations.

Despite an unusually bad summer and an early arrival of wintry weather, islanders of Iona are gathering one of the best harvests they have had for years. They are working in the fields between fierce squalls, and by the middle of this month the fields should be as clean as in a normal year. The hay crop is unusually good, but is taking longer to dry owing to the lack of sun.

Iona, which was formerly tilled by the monks of Saint Columba's Mission, who came to the island nearly 1,400 years ago to spread Celtic Christianity to Scotland, is now inhabited by some 170 people, of whom only a proportion are crofters with good-going farms of sheep and cattle. Lying off the south coast of Mull and facing the wide expanse of the Atlantic Ocean, Iona misses much of the rain of the Mull mountains, but gets the full fury of Atlantic gales, which often cut it off from the bigger island. Weddings have had to be cancelled because the bridegroom could not cross to the bride, but all horses imported to the island are made to swim across the sound. Iona's islanders prepare for winter now by bringing in sheep for wintering and selling off surplus cattle at the Oban sales. The success of the harvest determines how many animals they will have to sell.

A HARVEST-TIME TASK ON IONA : Taking sheep to the island is an autumnal task of the islanders; although some are put out on surrounding skerries, most of the sheep find good pasture on Iona. Prices for lambs on Iona topped the Oban sales this year at 85s.

HARVESTING AMONG THE ROCKY KNOLLS OF IONA ISLAND, OFF THE WEST COAST OF SCOTLAND : In the farms among the hills the islanders grow barley and oats, while several fields are given over to the very essential hay crop.

AN EARLY MOMENT OF GLORY IN THE LONG LIFE OF THE ROYAL YACHT "VICTORIA AND ALBERT": The Royal yacht is seen here at the Royal Naval Review held at Spithead soon after the Coronation of King Edward VII. After the review, the King and Queen went on a long cruise in Scottish waters on board the *Victoria and Albert*.

Although the *Victoria and Albert*, the third Royal yacht to bear this name, was launched during the reign of Queen Victoria, the Queen was never to sail in her. An unfortunate accident soon after the yacht was launched made the Queen, who was devoted to the earlier *Victoria and Albert*, refuse to go on board.

Launched in 1899, the *Victoria and Albert* displaced 4,700 tons and her 11,000-h.p. engines gave her a speed of 20 knots. During both Great Wars she played the part of accommodation ship, and she had a long and glorious career under both King Edward VII and King George V. She took the former on visits to the West Country and to the Scilly Isles, and after his illness in 1902 he spent his convalescence on board the *Victoria and Albert*, cruising in the Solent. In 1946, she was condemned as being unseaworthy and was converted into living quarters for the Royal Family when visiting Portsmouth, where she was berthed. The yacht was kept permanently in commission and her company of 367 officers and men was the largest yacht crew in the world. Then, some eight months ago, she was moved from the Royal yacht berth to the Portsmouth Dockyard, where her company was reduced to two officers and twenty-eight men.

Now, at last, she is to be broken up, and sailors are busy stripping her of all valuables before she goes to the breakers' yard. Much of the furniture has gone to her successor, the *Britannia*, while other pieces have gone to Buckingham Palace and to the Admiralty Pool at Deptford. The mizzen mast will be lodged at the National Maritime Museum and some of the cannon will be kept at Portsmouth.

The "VICTORIA and ALBERT" PREPARES for the BREAKERS

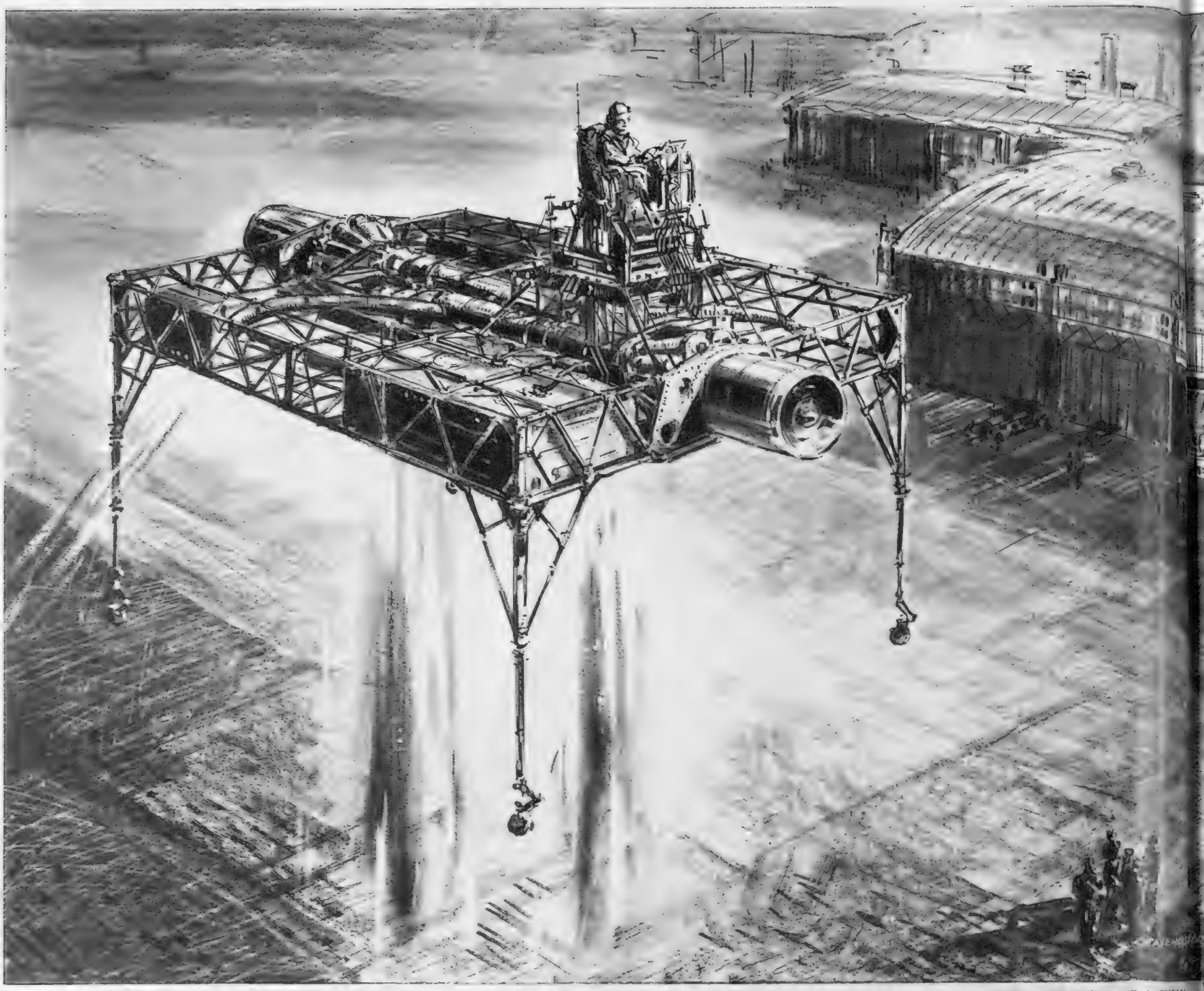
The Former Royal Yacht, now at Portsmouth, is Stripped in Readiness for Breaking Up

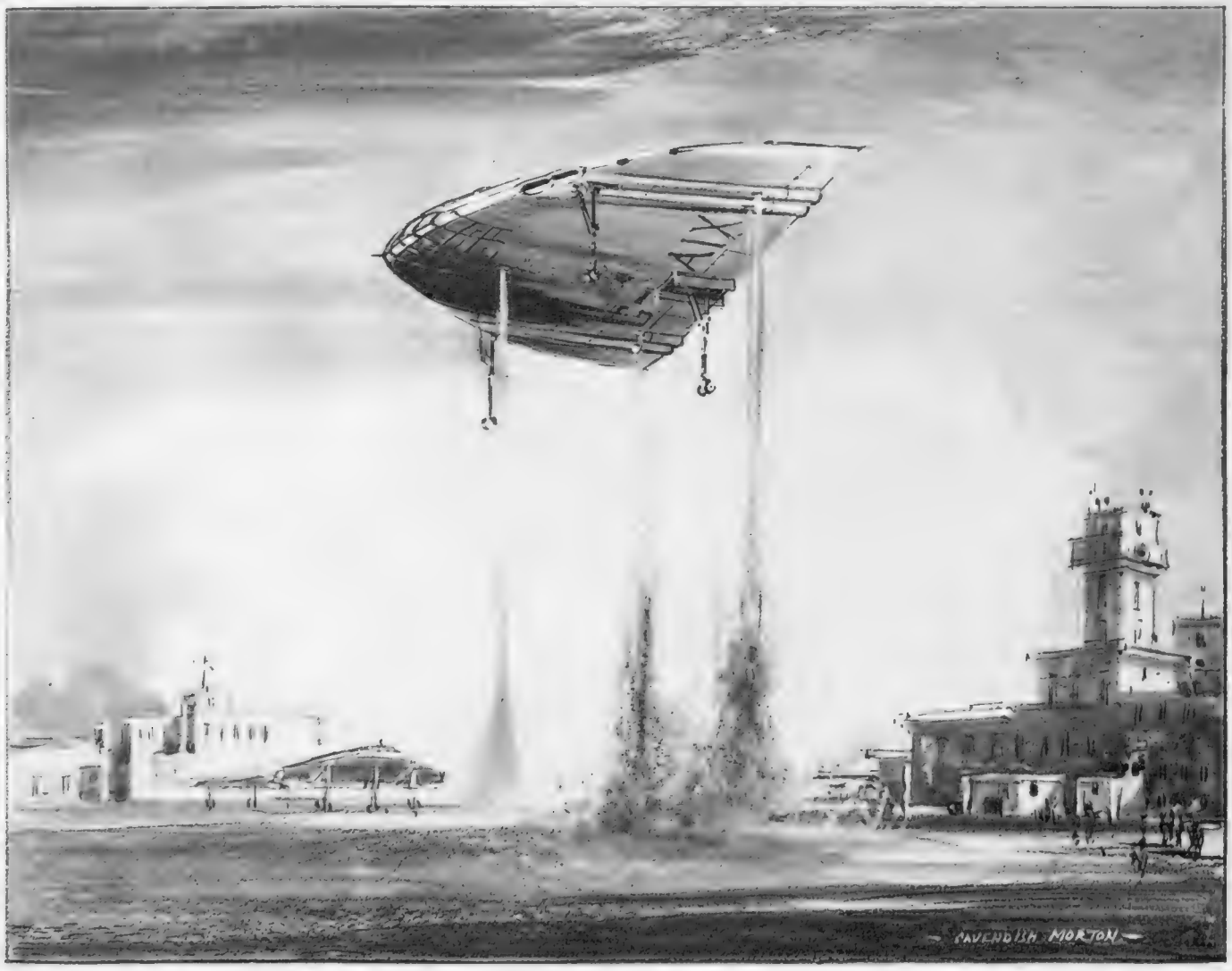
THE ROYAL YACHT "VICTORIA AND ALBERT" IS PREPARED FOR THE BREAKERS' YARD: The yacht is seen lying in Portsmouth Dockyard, where workmen are busy stripping her of her valuable fittings.

On left—
A MEMENTO IS FOUND ON BOARD: Lieut.-Commanders Sawdy and Woodford with a sovereign found under a mast.

THE ORNATE WHEEL OF THE OLD YACHT SHOWS SIGNS OF ITS AGE: The *Victoria and Albert* was designed by Sir William White, and was laid down in December 1897.

THE YACHT WEARS A DESOLATE LOOK AS NAVAL RATINGS DISMANTLE HER FITTINGS: Pieces of valuable furniture have been taken from the *Victoria and Albert* to Buckingham Palace. The ship is to be handed over to the British Iron and Steel Corporation for breaking up when all valuable fittings have been salvaged.





AN ARTIST'S IMPRESSION OF A TYPICA TAKE-OFF BY THE ROLLS-ROYC "FLYING BEDSTEAD": This drawi by Cavendish Morton was made before t official picture, seen in last week's issue THE SPHERE, was released, and bears remarkably close resemblance to the act aircraft. The drawing was compile entirely from the scraps of informa which were given to the Press by M Duncan Sandys and by Captain R. Shepherd, the test pilot who flew t aircraft. Aerodynamically, the principl shown in this dramatic drawing are t same as those of the "Flying Bedstead.

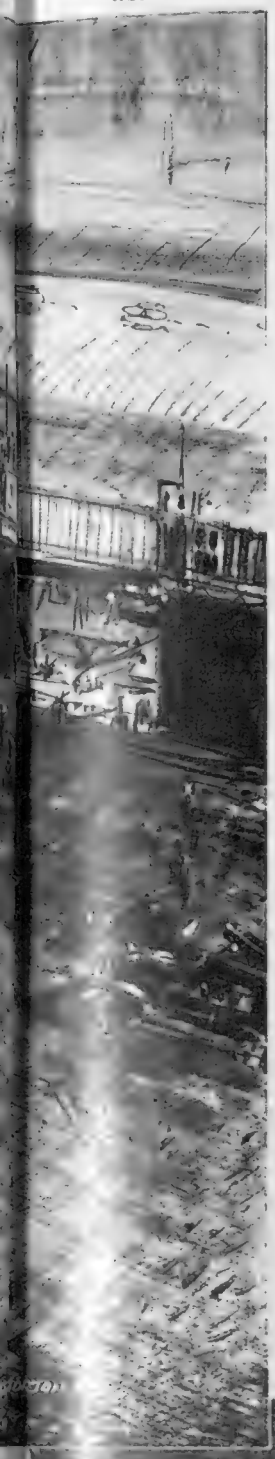
THE FLYING BEDSTEAD

Pictures Made Before the Official Photograph was Released

DRAWINGS BY CAVENDISH MORTON

On left—

A VERTICAL TAKE-OFF FROM AN AIRPORT OF THE NOT-TOO-DISTANT FUTURE In this picture, Mr. Morton has shown four-jet airliner at the start of a journe from a civil airport of to-morrow. The j exhaust from the four engines is, at th stage, directed downwards, and there one smaller auxiliary jet near the nose, t prevent the plane from toppling forward and to give some degree of longitudina control. Once at a certain height, the j exhausts would be switched to point rea wards, and the airliner would fly forwards



THE MAIDEN FLIGHT OF THE "FLYING BEDSTEAD" COULD HAVE LOOKED LIKE THIS: The exhaust from the two jet engines is seen pounding against a concrete take-off platform, making it red hot and causing sparks to fly. The "Flying Bedstead" itself is tethered to chains which could be used to adjust the trim of the aircraft should the control system planned for the ship fail to function as planned, or should there have been a sudden upward movement. After the flight, however, the pilot reported that control was perfect. At the four corners of the test rig are long, stalky legs, incorporating shock absorbers, which would soften the jolt of a sudden landing.

On left—

JET LIFT COULD PLAY AN IMPORTANT PART IN WARFARE: A fighter of advanced design is seen taking-off from a jungle clearing—a space which could not be used as a landing-ground by the lightest of light, propeller-driven aircraft—while overhead three similar fighters are already streaking off towards the target. Instead of wheels, this fighter is fitted with platform-type surfaces which would enable it to land on marshy soil. The tactical importance of an aircraft which could land and take off from any point near the front line cannot be overstressed. All too often no suitable landing-ground has been available in the battle area, and aircraft coming to the aid of ground forces have had to fly a considerable distance before being of use. This has used up fuel and, also, has limited the time that an aircraft could spend in fighting without refuelling.

"BEDSTEADS" and their PLACE in AVIATION

WITH SPECIAL DIAGRAMS EXPLAINING JET LIFT AND SHOWING HOW THIS LIFT COULD BE CONTROLLED

DRAWINGS BY CAVENDISH MORTON

ONE of the most closely-guarded secrets of the British aircraft industry was revealed on Sept. 24, when the Ministry of Supply released a single photograph of the fantastic "Flying Bedstead" vertical take-off research aircraft which has been built and flown by Rolls-Royce Ltd.

Although welcome, the move was completely unexpected, as the Ministry's Security Branch had previously forbidden publication of any photographs of the aircraft, despite the fact that it could be seen by anybody passing Rolls-Royce's airfield at Hucknall, Notts, during its test flights, and had even been photographed by a representative of one daily newspaper.

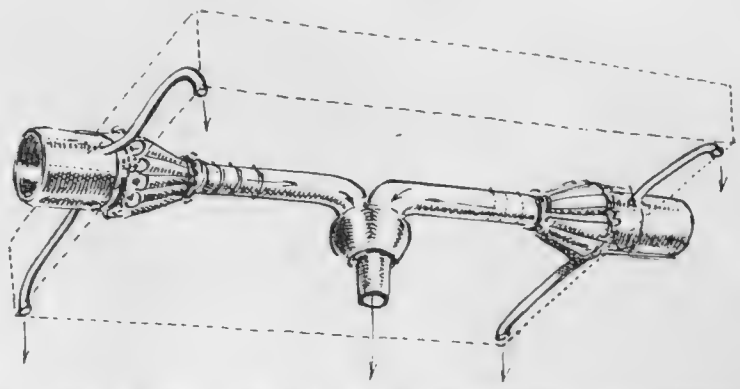
Articles in the Press, purporting to describe the machine's appearance, had been so varied and often so obviously far from the truth that THE SPHERE commissioned its special artist, Cavendish Morton, to prepare drawings based on the most reliable available scraps of information, to give readers a better picture of what is considered to be the most important aviation development since the jet engine. Although they have since been superseded by the official photograph, published in THE SPHERE last week, we feel that readers will still be interested in the drawings on these pages, which bear a remarkable likeness to the machine in all major details and, in some respects, give a clearer indication of the principles of direct jet-lift than does the photograph.

First indication that British engineers were pioneering this new concept of vertical take-off was given by the Minister of Supply, Mr. Duncan Sandys, during an after-dinner speech in London on Sept. 6. He described the Rolls-Royce research aircraft as "really no more than an aero-engine with a pilot mounted on top," adding that "a few weeks ago this strange contraption, which weighs 3½ tons, successfully lifted itself into the air without the aid of wings or rotors of any kind . . . then proceeded to circle around under complete control for about ten minutes and landed again without trouble."

One daily newspaper took the Minister literally and printed a drawing of what appeared to be a railway porter's trolley, with a jet engine mounted on top of it and a pilot sitting astride the engine. But even an asbestos flying suit would hardly have made such an arrangement practicable!

Other newspapers managed to interview Captain R. T. Shepherd, who had made the first free flight in the aircraft on August 3, after nearly a year of testing with the machine tethered by cables to the ground. They learned that it consists basically of a tubular "bedstead" framework, about 20 ft. across, in which two Nene turbojets are mounted end to end, with their jet effluxes in the centre, so that the hot gases are deflected through 90 degrees into a pipe pointing vertically downwards.

Captain Shepherd explained that during the test flights he had sat in a bucket seat on a tiny platform above the engines, and that the key to the success of the contraption lay in the method by which the jet efflux could be diverted to control the direction of flight—vertically upward, sideways, forward or backward. Apart from references to a stalky four-leg undercarriage with tiny castering wheels, that is all the reliable data that Mr. Morton had for his drawings of what has become known as the "Flying Bedstead," or simply "The Thing," but is more correctly designated the T.M.R. (thrust measuring rig).



HOW A MAIN JET EFFLUX USED FOR LIFT MAY BE COMBINED WITH COMPRESSED-AIR DUCTS FOR STABILITY AND CONTROL: This diagram, which was drawn before the picture of the "Flying Bedstead" was released, indicates the principles used in the aircraft. The main jets are led to a common opening, which is placed at the centre of gravity of the aircraft. This would give the aircraft a large degree of inherent stability. To give the pilot control there are four secondary jets using compressed air from the compressors of the engine.

There can be little doubt of the importance of this latest aviation development. For years aircraft have been growing steadily bigger and heavier, with the result that aerodrome runways have had to be made ever longer and stronger to keep pace with them. To-day, an aerodrome like London Airport costs tens of millions of pounds and needs miles of wide concrete runways. But expense and loss of good agricultural land are not the only penalties of increasing aircraft size and speed. The fact that aeroplanes do need long runways and complex radio, radar and lighting aids to assist them in bad weather or at night increases the hazards of flying, and the majority of accidents occur during or soon after take-off and landing.

The answer, obviously, is to take off vertically, and the helicopter does this, at the expense of considerable complication and high-operating cost. But present-day helicopters are slow and cannot compete with fixed-wing aircraft on routes more than about 250 miles long.

In April of this year, the U.S. Navy showed a more revolutionary approach to the problem when it released photographs of the Lockheed XFV–1 and Convair XFY–1 experimental vertical take-off fighters. Powered by 5,500-h.p. propeller-turbine engines, these aircraft are cocked up on their tails on the ground and take off vertically like a rocket. But they have their limitations. The pilots have to lie almost on their backs for take-off; the engines develop sufficient power for a top speed in level flight of only 500 m.p.h.; and the aircraft have to be brought in to land tail-first, which must be extremely difficult in anything but perfect weather conditions or on any-but-flat ground.

In the final paragraph of an article on "Making Flying Safer" in the issue of THE SPHERE dated July 3, 1954, Mr. John W. R. Taylor hinted that there were "other, more revolutionary ideas on the way, which may dispense once and for all with long concrete runways for even the biggest aircraft." The Rolls-Royce method of direct jet-lift is the first of these.

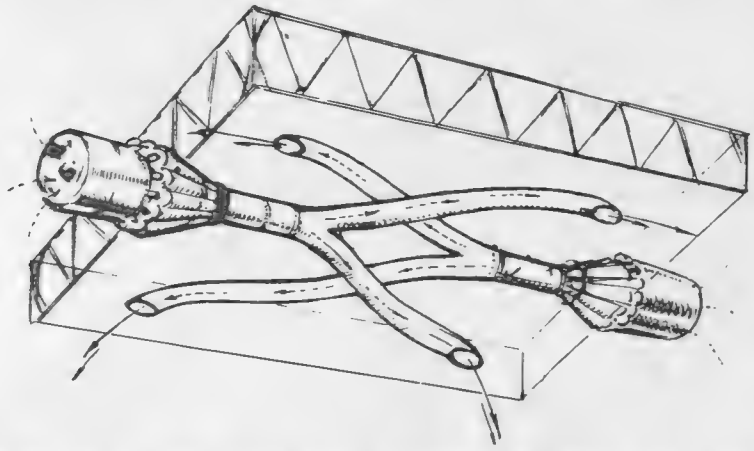
It would be foolish to expect it to change the whole pattern of aircraft development overnight. At the moment, it is flying in extremely crude form. The "Flying Bedstead" is nothing more than a test stand, designed as the simplest, cheapest vehicle for proving the practicability of the scheme. The fact that it has been flown to heights officially described as "over 25 ft." and has provided remarkably good response to its controls, leaves little doubt of the great possibilities that it opens up. But there are many problems to solve before it can be put to work on anything but an experimental basis.

To start with, it is fantastically noisy and burns fuel at an alarming rate. After it has landed, the concrete underneath it has been heated to such a degree by the jet gases that the pilot has to crawl along a ladder from his seat to cooler ground some distance away. And, most important of all, the "Flying Bedstead" rises vertically only because the combined power of its two 5,100-lb. thrust Nene turbojets exceeds its weight of 3½ tons (7,840 lb.).

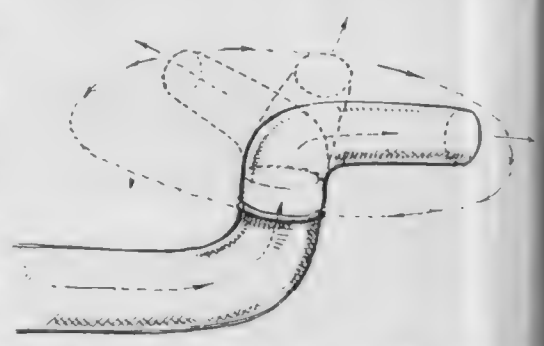
The Boeing Stratocruiser airliner used by B.O.A.C. on its transatlantic service weighs 145,800 lb.: the huge Boeing B-52 bomber weighs nearly 400,000 lb. To raise these aircraft by direct jet-lift would require power equal to the combined thrust of twenty-nine and seventy-nine Nene turbojets respectively—which is obviously impracticable. And the biggest turbojet yet built develops only three times the power of the Nene.

These shortcomings do not detract in any way from the importance of Rolls-Royce's latest achievement, any more than one would belittle the Wright Brothers because their 1903 biplane could not fly the Atlantic. It may be only a few years before vertical take-off fighter planes developed from the "Bedstead" are in service with the Royal Air Force, making possible close protection of strategically important factories and other targets, miles from the nearest airport. The engines of such aircraft might be made to swivel, so that they could be pointed down to provide vertical thrust at take-off, and later turned through 90 degrees to give thrust horizontally in the normal way during forward flight.

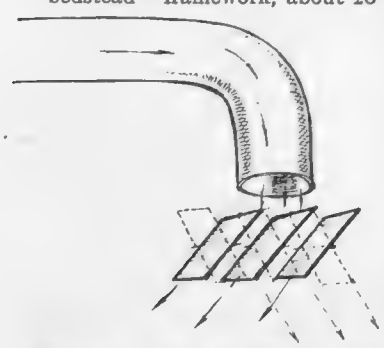
One by one the problems will be solved. New ideas will come along to make direct jet-lift more manageable and efficient, and eventually it will dispense with the need for miles of concrete runways for military and civil aviation alike. When that day comes, flying will be safer and more convenient than ever before.



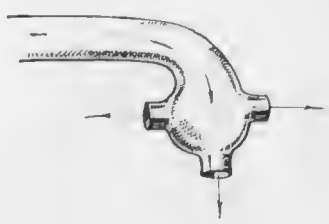
BIFURCATED JET TUBES WHICH WOULD DISTRIBUTE THE THRUST OVER A WIDE AREA: When a single jet outlet is used, an aircraft is balanced on top of the thrust like a ping-pong ball on a jet of water. In the method illustrated, the aircraft would have four jets to rest upon.



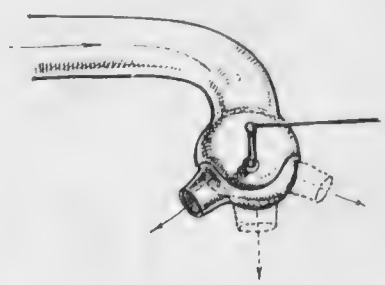
A CONTROLLABLE JET NOZZLE: This principle could be used in the compressed-air pipes of the "Flying Bedstead," and would give a means of steering



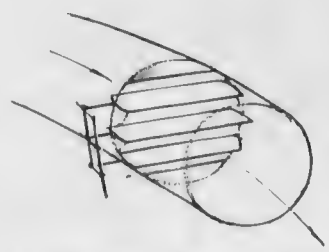
DEFLECTING THE JET STREAM AFTER IT HAS LEFT THE PIPE: Here a series of louvre-like shutters are placed just beyond the jet outlet. By moving these shutters the exhaust could be deflected.



A JET PIPE WITH SEVERAL SEPARATE OPENINGS WHICH COULD BE USED INDIVIDUALLY: The jet pipe illustrated here has three openings. The two top ones could be used for forward and backward flight.



ANOTHER FORM OF CONTROLLABLE NOZZLE: This method could be used in the first diagram on this page. By moving the thrust a few degrees in any direction, a movement would take place in the opposite direction.



A SHUTTER CONTROL WHICH COULD BE PLACED IN THE JET PIPE: This mechanism could well be used in the diagram immediately above. Shutters may prove to be the best form of control in the jet pipe.

A BIFURCATED JET PIPE WHICH WOULD GIVE FORWARD THRUST OR VERTICAL THRUST: For take-off, the valve near the end of the jet pipe would be closed and the thrust directed downwards. Once airborne, the rear valve would be opened and the other closed. The aircraft would then move forward and lift would be obtained from the wings in the normal manner.

SOME OTHER NOTABLE VERTICAL TAKE-OFF AIRCRAFT

THE FAIREY ROTODYNE WHICH MAY WELL BECOME BRITAIN'S FIRST LARGE INTER-CITY "ROTORCOACH" TO RUN ON REGULAR SERVICES: This is an artist's impression of the Rotodyne, which is at present under construction, in flight over London. It is powered by two Napier Eland turbo-prop engines, which, as well as driving the propellers, supply compressed air to pressure jets at the rotor-tips. For take-off, the rotors, driven by tiny jets, will supply the lift, and the aircraft will rise vertically. Then the drive will be transferred to the propellers and the aircraft will move forward, with the rotor auto-rotating in the same manner as that of an autogiro. A feature of the Rotodyne is that half of the lift will be supplied by the short wings; this will allow higher speeds to be reached as well as giving many other advantages. This aircraft is designed to meet the requirements of B.E.A. for an inter-city coach, and it will carry from forty to fifty passengers at a cruising speed of not less than 150 m.p.h. Should one engine fail, height can be maintained irrespective of the speed at which failure occurs.

THE LOCKHEED XFY-1 WHICH IS DESIGNED TO TAKE OFF VERTICALLY: The XFY-1 is designed on the same lines as the Convair XFY-1 which was illustrated last week. It is seen here on the special trailer used for carrying it overland. A hydraulic device enables the aircraft to be tipped up on to its tail in readiness for its vertical take-off.

THE FAIREY JET GYRODYNE WHICH HAS THE DISTINCTION OF BEING THE FIRST BRITISH TIP JET-POWERED HELICOPTER: This aircraft embodies the same principles as the Rotodyne. Power is supplied by an Alvis Leonides engine which drives two pusher-type propellers and a compressor which supplies compressed air to the rotor-tip pressure jets. In cruising flight, the majority of the power is supplied to the two propellers.

CAPTAIN R. T. SHEPHERD—THE MAN WHO FLEW IN THE "FLYING BEDSTEAD": The pilot is seen with his wife at their home in Nottinghamshire. After Mr. Sandys had made the first announcement of the "Flying Bedstead," Captain Shepherd was frequently interviewed by the Press and gave many indications that the aircraft had handled very well during trials. During the First World War, he served in the Royal Flying Corps, and in 1924 joined Rolls-Royce as a test pilot.

THE McDONNELL "CONVERTIPLANE": This sleek and airworthy-looking United States aircraft flies on the same principles as the two Fairey aircraft seen above. When the "Convertiplane" is taking off, the piston engine drives a blower which supplies compressed air to rotor-tip jets, and the pusher propeller is braked and feathered. When the pilot wishes to move forward, a clutch disengages the engine power from the blower and engages the propeller. The rotor blades auto-rotate, and drag from these is reduced because part of the load is taken by the rather short wings.

LORD MAYORS' OCCASIONS

The New Lord Mayor and Sheriffs are Elected: The Retiring Lord Mayor in Berlin

LONDON'S NEW LORD MAYOR: Alderman Seymour Howard, who was elected by the City Liverymen at the traditional Michaelmas ceremony, with his wife in their home in Hove. The new Lord Mayor is a stockbroker, and is Alderman of Queenhithe Ward. Mrs. Howard has just recovered from a serious illness and her daughter-in-law will act for her as Lady Mayoress if she is needed.

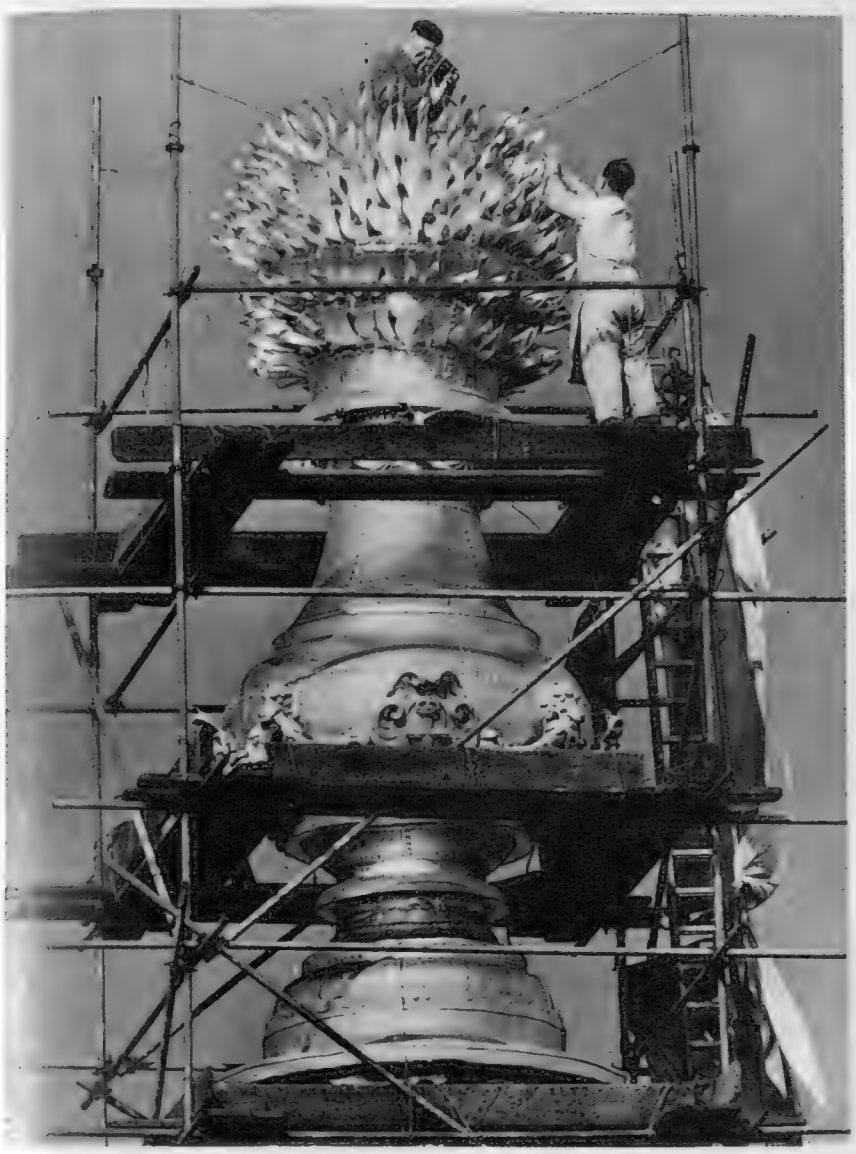
THE NEW LORD MAYOR THANKS HIS ELECTORS: The scene in the Library of Guildhall as Alderman Seymour Howard, standing in the centre, thanked the liverymen for his election. The two new Sheriffs are at the front of the platform. On the left is Alderman E. Calcott Pryce, O.B.E., and on the right Common Councillor Leslie B. Prince. During the war Alderman Howard was a member of the War Cabinet Committee for Allied Supplies. In 1938 he went on a financial mission to Moscow. Alderman Pryce is a solicitor and a company director who has been Alderman of the Cripplegate Ward since 1948. The new Lord Mayor will take office on November 9. The retiring Lord Mayor, Sir Noël Bowater, seen at the head of the table, and the retiring Sheriffs, were thanked for their services.

SIR NOËL BOWATER IN BERLIN: The retiring Lord Mayor signs the "Golden Book"—Berlin's Guest Book—in the Town Hall during the two-day visit he made to the former German capital. He was accompanied by the retiring Sheriffs, Mr. E. V. M. Stockdale, sitting on the far side of the table, and Mr. Norman Tremellen, standing at left, and other officials of the Corporation of London. On Sir Noël Bowater's left is Dr. Walter Schreiber, the Lord Mayor of Berlin, and sitting behind Dr. Schreiber is Major-General W. P. Oliver, C.B., O.B.E., the Commandant of British Troops, Berlin. The Lord Mayor was presented with a model of the Freedom Bell, which hangs in the Town Hall. After the ceremony he inspected a detachment of West Berlin police.

THE NEW SHERIFFS AFTER ELECTION: Alderman E. Calcott Pryce, O.B.E., on the left, and Councillor Leslie B. Prince leaving Guildhall in their robes of office.

On right—

"BLUE COATS" AT THE MANSION HOUSE: Sir Noël Bowater, the retiring Lord Mayor, presents the customary guineas and shillings to the boys of Christ's Hospital, at the Mansion House, after their annual service at St. Sepulchre's, Holborn. This ceremony takes place each year upon St. Matthew's Day. The Blue Coat girls from Christ's Hospital also received the traditional awards.



"LONDON'S COLUMN, POINTING TO THE SKIES": The top of one of the City's best-known memorials—the Monument, in Fish Hill Street—is being regilded. This gilt urn emitting gold flames surmounts the famous Wren column which marks the spot where the Great Fire of 1666 broke out. Below the urn is the platform, surrounded by a grill to prevent suicides, from which thousands of visitors each year obtain a favourite panorama of London. However, during the regilding and a general overhaul of the stone the Monument is closed to the public. Pope's famous description, quoted above, was followed by indignant lines repudiating the idea, popular in the eighteenth century, that the Fire had been started by a Popish plot and not, as was the case, by accident.

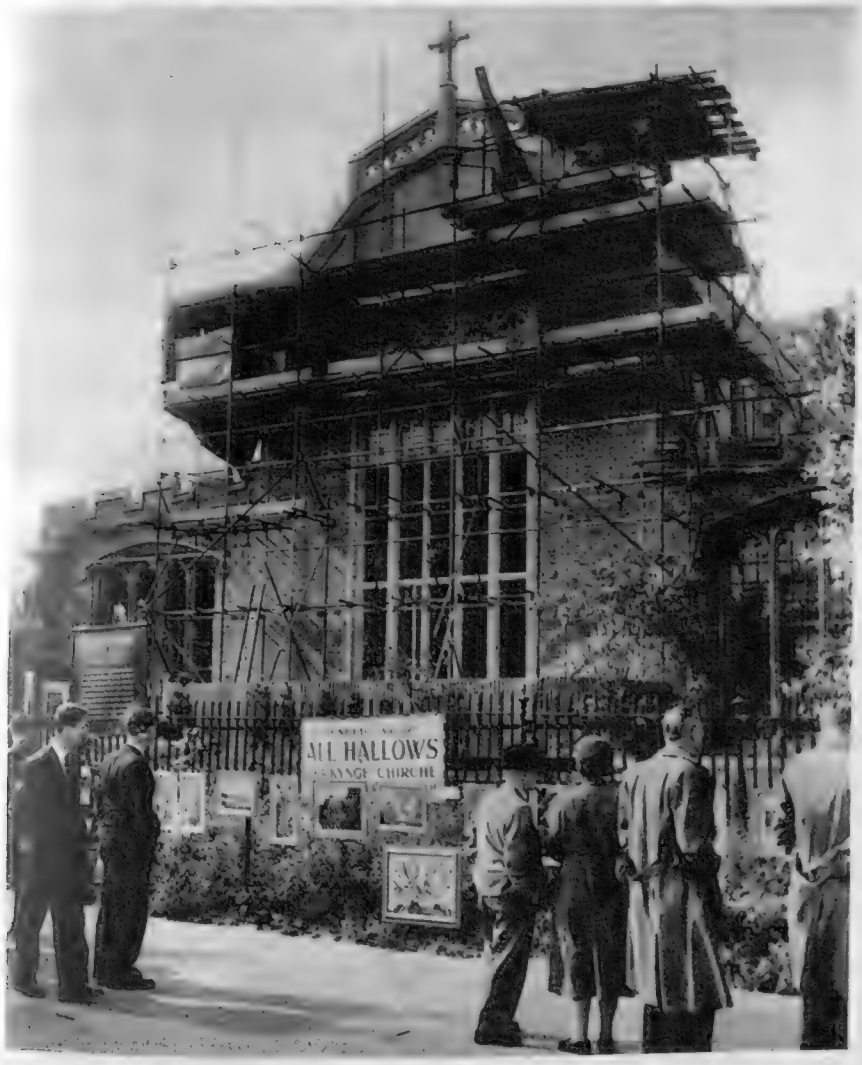
On right—

THIRTY THOUSAND SQUARE INCHES OF "FLAMES": A craftsman 200 ft. above the City streets works on the regilding of the gilt flames of the urn on the Monument. He is using some of the 30,000 square inches of hand-beaten 24-carat gold leaf required to complete the renovation which will cost £250. The urn and its flames were last regilded before the war. Wren designed the Monument.

ERECTING GUILDHALL'S NEW SPIRE: Work is nearing completion in the City of London on the rebuilding of the roof of Guildhall, which was gutted by enemy fire-bombs in the wartime Great Fire of December 1940. In this picture the workmen are seen placing into position one of the six teak gargoyles which will be at each corner of the hexagonal structure supporting the small new central spire. The mellow tiles of the new roof are considered to give a much "warmer" appearance to the seat of the Corporation of London than the sombre Westmoreland slates of the old Victorian building.

MEMORIES OF LONDON'S TWO GREATEST FIRES

The Repairs to the Monument and the Restoration of Guildhall and All Hallows by-the-Tower



AN ART SHOW HELPS THE "TOC H" CHURCH: Part of the sales of the pictures in this open-air exhibition by All Hallows, Barking-by-the-Tower, will be given to the church's rebuilding fund. All Hallows, one of London's oldest churches, was heavily damaged during the war by high-explosive and incendiary bombs.

NEW CARVINGS BY THE THAMES: A mason measures the model of one of the heraldic symbols which will look down from All Hallows to the Tower and Tower Bridge. Most of the church's fabric, which dates from the fifteenth century, was destroyed by enemy action during the war. But clearance of the bomb damage has revealed Saxon fragments from the time of All Hallows' foundation. The church has a number of Roman remains and also associations with early America. William Penn was baptised and John Quincy Adams married Louisa Johnson there. It became the Guild Church for Toc H in 1922. The ashes of many of its members lie near the parent Lamp of Maintenance in the Undercroft. The vicar is the famous First War padre, the Rev. P. B. "Tubby" Clayton.

AN ATTENTIVE AUDIENCE LISTENS TO THE LABOUR PARTY'S LEADER SPEAKING ON THE CONFERENCE'S MOST PRESSING PROBLEM: A general view of the Spa Grand Hall, Scarborough, as Mr. Clement Attlee addressed the fifty-third Annual Conference of the Labour Party on the second day. He was putting forward the Party Executive's emergency resolution affirming the support of the Party for the rearming of Germany. This controversial resolution was passed by 3,270,000 votes to 3,022,000.

"AN EMOTION AND A NEGATIVE": Mr. Attlee said that the resolution condemning German rearmament was a sterile negative which would tie the hands of any future Labour Foreign Secretary.

"SOME OF YOU HAVE GOT TO BE DOING A SPOT OF WORK IN THE NEXT ELECTION": Mr. Herbert Morrison, Deputy Leader of the Labour Party, winding up the debate with a characteristic fighting speech.

A TRIP TO SCARBOROUGH

The Labour Party in Conference at the Yorkshire Resort, When the Rearmament of Germany was Endorsed

This year's important Labour Party Conference passed off, in the end, without inflicting any major defeat on the National Executive. Though the opponents of the Labour Party leadership may justly point out that it was a near thing, the leaders themselves returned from Scarborough happy in the thought that they had effectively defeated their opponents. Most critical of all the decisions before the Conference was, of course, the motion relating to the rearmament of Germany. There was a heated debate, in which opportunity was allowed to Mr. Aneurin Bevan and Mr. Arthur Deakin to display their animosity for each other. Then the Executive's emergency resolution agreeing that the German Federal Government must contribute towards collective security, and with a clause referring to safeguards against the emergence of a German military menace, was carried by 3,270,000 to 3,022,000. How close that margin really was may be judged from the fact that the 129,000 votes of the Woodworkers' Union, which had gone against German rearmament at the T.U.C. barely four weeks before, this time went in favour of rearmament. Had the Woodworkers not changed their mind there would have been a majority for the other side. However, the hurdle, and also that of the South-East Asian Organisation, was passed, and the Conference was able to turn to domestic issues, on which there was considerably more unity and self-assurance.

The elections to the National Executive of the Labour Party followed closely the expectations of the experts, and show very little falling-off in support for Mr. Aneurin Bevan's followers in the constituencies. Mr. Harold Wilson emerged this year at the top of the Constituency party Poll, and only Mrs. Barbara Castle, who, nevertheless, remained comfortably in second place, showed any decline in popularity. All the five Bevanite members of the Executive were returned, and the only newcomer was Mr. Anthony Greenwood, who took the place of Mr. Bevan, who was not standing for re-election. Mr. Greenwood is a son of the late Arthur Greenwood, and though he cannot be called a Bevanite, he is no doubt the man Mr. Bevan would have liked to have seen in his place. Mr. James Griffiths was the only other non-Bevanite re-elected. Mr. James Callaghan led the runners-up, so that once again he has become the promising young man whose turn will come. Mr. Bevan himself sustained a resounding—possibly sought-after—defeat for the treasurership at the hands of Mr. Hugh Gaitskell.

TIME FOR A QUICK CUP OF TEA . . .: Miss Alice Bacon receiving a cup while Mr. Attlee ruminates over his tea on the first day of the Scarborough Conference. Between them, in Mr. Morrison's place, lies the special report of a newspaper Gallup Poll.

. . . AND FOR SOME BISCUITS, TOO: The plate is handed on from Miss Bacon to Mr. Attlee, while Mr. Morrison helps himself on the way. On the first day the Conference defeated a Bevanite motion opposing the formation of S.E.A.T.O.

"WE ARE ON THE SURE ROAD TO WORLD WAR III": Mr. R. W. Casasola, of the Amalgamated Union of Foundry Workers, opposing German rearmament.

"HISTORICAL MYOPIA": This was the charge levelled by Mr. James Callaghan against Mr. Woodrow Wyatt in the S.E.A.T.O. debate.

TWO OLD WARRIORS WHO WERE NOT ON THE PLATFORM: Mr. Philip Noel-Baker, M.P. for Derby South (left), having a quick word with Mr. Sidney Silverman, M.P. for Nelson and Colne, in the Conference Hall.

NEWLY-ELECTED TO THE NATIONAL EXECUTIVE: Mr. Anthony Greenwood, son of the late Arthur Greenwood, was elected to Mr. Bevan's place on the Party National Executive.

THE RANK AND FILE AT THE MICROPHONE: Mr. Harry Finch, from Birmingham, in support of S.E.A.T.O.

"A SORT OF VALEDICTORY ADDRESS": Mr. Aneurin Bevan shaking a friendly finger at the Conference when replying for the Executive on houses and rents. Mr. Bevan, who is now without office in the Labour Party, later castigated the "irresponsible bureaucrats" in the Party's leadership in a scathing and bitter speech explaining his present position.

AN INVITATION TO MR. MALENKOV FROM NEXT YEAR'S CHAIRMAN: Dr. Edith Summerskill, who was elected Chairman of the Labour Party for the coming year, speaking at a Party demonstration. She said that she had been immodest enough to anticipate her election, which was the reason for extending her invitation to Mr. Malenkov and Mr. Chou En-lai to visit Britain next year.

FRATERNAL DELEGATES FROM PAKISTAN: Three visitors out of the ordinary on their way to the Conference Hall in Scarborough. They are, from left, Dr. T. Badu, Mr. Montada Bhasani and Mr. N. Hassein. Also attending the Conference was Herr Ottenhauer, who is leader of the German Opposition.

THE DEBATE CONTINUES OUTSIDE THE CONFERENCE HALL: Members of the National Assembly of Women bearing placards, with slogans against the rearming of Germany, in Scarborough. A number of these demonstrations were held in the town to impress Conference delegates. Other demonstrations were held in London to coincide with the Nine-Power Conference.

NEW USES FOR OLD BUILDINGS

A Medieval Hall at Abingdon; a Fifteenth-century Farm at Banstead; and an Elizabethan Manor at Downham

THE ELIZABETHAN STAGE IN ABINGDON: The miniature stage at the back of the Unicorn Theatre, which has been established in a medieval building in the Berkshire town. Besides the small stage there is a tiny gallery above and an even smaller inner stage below that.

A MEDIEVAL BUILDING IS TURNED INTO A THEATRE: The Unicorn Theatre at Abingdon, a medieval hall temporarily transformed into a miniature Elizabethan theatre. Seen in this picture is the remarkable chimneystack, finished with stone gables, in each of which is a window-like ventilator of three lancets.

The enterprise and enthusiasm of a number of Abingdon residents and masters and boys of near-by Radley College have transformed a remarkable historic medieval hall into a miniature Elizabethan theatre. Checker Hall is one of a range of buildings which had once been the exchequer offices of the Abbey of Abingdon, and these buildings were, in 1945, saved from destruction by the Friends of Abingdon, who had formed themselves into a society for this very purpose. Seven years later a member of this Society, Mr. Alan Kitching, who is an experienced theatrical producer, conceived the idea of turning the hall into a small theatre on the Elizabethan model. With the help of members of the Abingdon Drama Club and boys from Radley, the hall was repaired and made to look like a theatre. The hall, now known as the Unicorn Theatre, is only 20 ft. wide and 40 ft. long, but it is lofty, and its fourteenth-century rafters make a splendid roof. The apron stage occupies about half the hall, leaving an auditorium which has seating accommodation for about eighty-five people.

THE FIFTEENTH-CENTURY SURREY FARM WHICH IS TO BE THE HOME OF LORD TEDDER: Work in progress on Well Farm, Banstead, in which Marshal of the Royal Air Force Lord Tedder and Lady Tedder will live. The farm was built in 1471 and is listed as being of special historical and architectural interest. Although modern fittings are being installed, the character and charm of the building will remain unimpaired.

On right—

A DISCOVERY BY THE STAIRCASE OF WELL FARM: A secret room adjoining the narrow winding staircase at the Banstead farm was discovered during the restorations which are now under way to prepare the fifteenth-century building for its new owners, Lord and Lady Tedder. At first it was thought that the room was a priest's hole, but charring on the plaster walls seems to indicate that it was used as a smoking chamber for curing hams. Both the farm and the well-house near by have gable chimneys and stone fireplaces of about 1500. Banstead itself means "the bean farm."

On right—

AN ELIZABETHAN MANOR WHICH IS TO MAKE WAY FOR A NEW ESSEX RESERVOIR: A view of Fremnells, at Downham, Essex, one of a number of properties which are to be demolished in the Hanningfield district. They are included in the scheme for the construction of a giant reservoir which is to serve Basildon New Town and other districts in South Essex. Fremnells was built in about 1550 and has a number of strong historical associations; it is said that Dick Turpin sometimes stabled his horses there. Despite strong efforts by local inhabitants and authorities to save the Elizabethan manor, the Ministry of Health have said that the properties must be demolished in order to comply with the demands of the engineers.

A MARIAN YEAR RALLY OF ROMAN CATHOLICS AT WEMBLEY STADIUM : This was the scene last Sunday when some 90,000 people attended the solemn crowning by Cardinal Griffin of the figure of Our Lady of Willesden, which replaces the statue removed during the reign of Henry VIII. Later, the figure was borne in procession from the stadium to the Roman Catholic Church of Our Lady in Willesden. The shrine of the original figure dates back to about 1170 A.D. ; during the black plague it became a place of pilgrimage. The new figure was carved from the wood of an oak-tree which overlooked the pre-Reformation shrine. Also taking part in the ceremonies last Sunday was the Apostolic Delegate, who read a letter from the Pope. There was also a pageant depicting scenes in the history of the shrine and of the Life of Christ. The Marian Year commemorates the centenary of the dogma of the Immaculate Conception.

On left—

THE MOMENT OF CROWNING : Cardinal Griffin places the first of two gold crowns on the figure of the Madonna. Embedded in the crowns are £8,000 worth of precious stones.

CEREMONIAL

SERVICES AT WEMBLEY AND THE ABBEY, AND IN TWO OF THE CAPITAL'S CATHEDRALS

GREAT CELEBRATION AT ST. PAUL'S CATHEDRAL : A section of the vast gathering of clergy who assembled in the cathedral on the occasion of the 1,350th anniversary of the founding of the Diocese of London. *On right*—The banner depicting St. Mellitus, who was consecrated first Bishop of London by St. Augustine in 604, being carried in procession through the cathedral, as the choir and congregation sang traditional English hymns. As the present Bishop of London, the Right Rev. J. W. C. Wand, was unwell, the sermon at the service was preached by the Bishop of Kensington, the Rt. Rev. Cyril Eastaugh ; other suffragan bishops of the diocese and the Dean and Chapter of St. Paul's also took part in the service. The first cathedral on the site of St. Paul's was built by Ethelbert, King of the East Saxons, and Mellitus remained as bishop until his translation to Canterbury in 619. The second cathedral was destroyed in 1666.

On left and right—

THE OPENING OF THE NEW LEGAL YEAR : *Left*—Preceded by his mace-bearer and purse-bearer, the Lord Chancellor, Lord Simonds, goes in procession from Westminster Abbey to the House of Lords after attending the traditional service on the first day of the new legal year. After the service the judges attended the Lord Chancellor's breakfast in the Royal Gallery at the House of Lords. Later, the judges took part in a further ceremony at the Royal Courts of Justice in the Strand. *On right*—Roman Catholic judges, Q.C.s and barristers bow in acknowledgment to Cardinal Griffin at the end of Mass in Westminster Cathedral.

The Home News in Pictures

FROM SCOTLAND AND THE ENGLISH COUNTIES

A Pictorial Survey of Recent Events

On left—

A FAMOUS HAMPSHIRE HOUSE IS ALLOWED A GRA BY THE MINISTRY OF WORKS : Avington Par at Itchen Abbas, near Winchester, which stand in spacious grounds. The grant has been mad for repairs to the roof, to the main entrance an for pointing the brickwork. A condition of th grant is that the house must be opened to th public regularly during the summer. The firs house on this site was built between 1560 an 1570, by a John Clark, but nothing is now left o this except two octagonal chimneys. In th seventeenth century the house came into th hands of the Brydges family, who carried ou some remodelling work, and eventually i passed to the Duke of Chandos, who added tw rooms on each floor and had the house reface In 1818, Avington Park was purchased fro the last Duke of Chandos by the brother o the poet Shelley. The present owner is Ma J. B. Hickson. The house has a lake in fro of it, and makes a pleasing group with a eighteenth-century red-brick church near b

A CHURCH SERVICE IS HELD ON BOARD A LIFEBOAT IN CORNWALL : A general view of the special service which was held on board the Penlee lifeboat, the *W. and S.*, in Newlyn harbour. Mr. Greville Howard, M.P. for St. Ives, is seen reading the lesson. The service was held for the Royal National Lifeboat Institution and was attended by a large congregation which stood on the shore.

A SERBIAN ORTHODOX CHURCH IS CONSECRATED IN HALIFA YORKSHIRE : Hundreds of Serbian exiles are seen gathere outside the new chapel where ex-King Peter of Yugoslav sat "enthroned" during the consecration servic which was relayed by loud-speaker to all those wh could not get in. Later on, King Peter addressed gathering of exiles in the Victoria Hall, Halifax, but pa of the audience objected to the singing of the nationa anthem of Croatia—a long-standing enemy of man Serbs. Ex-King Peter asked the demonstrators to leav but they refused, and eventually the police were calle

IMPROVEMENTS TO THE HARBOUR AT SHOREHAM WILL COST £2,000,000 : A general view of the work in progress on a new lock which is being built at the harbour. In the background is the Brighton "B" power station. *On right*—A dredger at work in the harbour. This picture shows part of the entrance, which is to be widened. At the present time, Shoreham harbour can only accommodate colliers of up to 1,500 tons, and the improvements are being made to enable ships of about 4,600 tons to use the harbour. The need for larger vessels has come mainly from the growing demands of the Brighton "B" power station, which is yet to be completed. Among the improvements being made is the building of an inner and outer breakwater on the east side. A new lock, 374 ft. long and 57 ft. wide, is also to be built, and work on this part of the scheme has just begun. The construction of this new lock is the most important improvement planned.

THE ANNUAL ROMAN CATHOLIC PILGRIMAGE TO STORRINGTON, IN SUSSEX: The Roman Catholic Bishop of Southwark is seen blessing the Shrine of Our Lady of England, which was recently erected near the Abbey at Storrington. Stones from the pre-Reformation abbeys of Tichfield, Durford and Bayhar are incorporated in this shrine. This year there were over 2,000 people on the annual pilgrimage.

BRITISH PARLIAMENTARY DELEGATES TO MOSCOW LUNCH AT THE SOVIET EMBASSY: The members are seen here outside the Soviet Embassy in Kensington, where a luncheon was held in their honour on the eve of their departure for the Soviet Republic. In front, from left to right, are Mr. Ness Edwards, Miss Elaine Burton and Lord Coleraine, who is the leader of the expedition. Standing behind them are Mr. George Wigg and Mr. Stanley Evans.

THE FIRST SNOW OF THE WINTER FALLS IN SCOTLAND: This is a view across the Lairig Ghru to Glen Derry, in the Cairngorms, showing the snow which fell on the hills while the harvest, in many parts of Scotland, was lying in the fields. September snow, which is carried on the heavy gales, is not unusual in Scotland, but it is usually confined to the hilltops. This year, however, snow has fallen at glen level, and on the hilltops it has overlaid the unmelted snows of last year.

On left—
A LANKY NEW ARRIVAL AT THE REGENT'S PARK ZOO: This picture of the young giraffe, Chris, was taken when he was only nine days old and still being kept in a special draught-free house. He was named after the runner, C. Chataway. It is rare for a giraffe to be born in the London Zoo.

A NORWEGIAN SHIP IS LAUNCHED AT BELFAST: This tanker, which was built by Harland and Wolff Limited for the Norwegian Company, Belships Limited, is being manœuvred by tugs after her launching. She was named *Belfast* as a compliment to her builders. The naming ceremony was carried out by Mrs. Vera Lorentzen, the wife of the chairman of Belships Limited. The new tanker, which is of 18,500 tons and has a raked stem and cruiser stern, is fitted with up-to-date equipment. This includes four steam-driven compound pumps, which will be able to deliver 500 tons of cargo oil per hour. The tanker is powered by one Harland and Wolff two cycle 6-cylinder engine of the latest design.

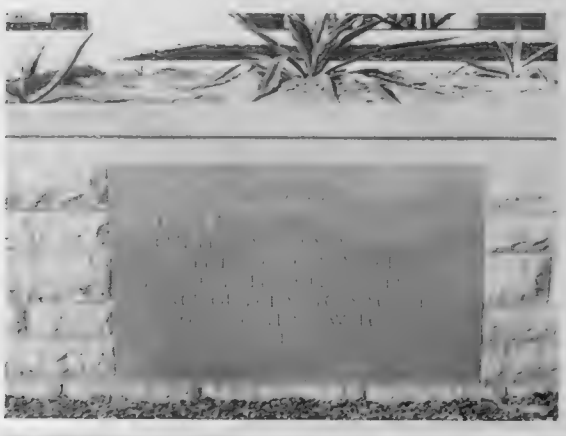
On left—
A NEW SPORTS ARENA IS BEING BUILT NEAR BRIGHTON: A general view showing the site of the arena which is being built at the Withdean Stadium, near the main London to Brighton road. In addition to a running track and a six-lane straight, there are to be facilities for high and long jump, hurdling, steeplechasing, pole vault, tug-of-war, throwing the discus, hammer and javelin, and putting the shot. A Rugby field is also to be provided, and it is hoped that this will become the permanent home of the Brighton Rugby Club. When the athletic track is available it is proposed to issue sixpenny tickets, which will allow athletes to train for two hours. The cost of this project is expected to be £27,000.

THE GREAT EL ALAMEIN MEMORIAL AND CEMETERY ARE NEARING COMPLETION—AN AERIAL VIEW OF THE MONUMENT TO THE MANY MEN WHO LOST THEIR LIVES IN THE DESERT WAR: When completed in the near future, the memorial is to be unveiled by Viscount Montgomery. It has been built to the design of Sir Hubert Worthington.

A DESERT MEMORIAL NEARS COMPLETION

PICTURES OF THE EL ALAMEIN MEMORIAL AND CEMETERY, WHICH ARE SOON TO BE OPENED

It is fitting that the men who fought and died in what was one of the most critical battles in the Second World War should have a most impressive memorial. The pictures on this page, which are the first to be released showing the memorial in its final stages, show that the design is all that it should be. The memorial has been constructed by the British War Graves Commission to the design of Sir Hubert Worthington, and consists of a cloister on the northern side of the battlefield cemetery at El Alamein. Within this cloister are inscribed the names of the 11,945 officers and men of the land and air forces of the Commonwealth who have no known graves. A short avenue from the main desert road leads to the forecourt of the memorial, where three arches open on to the cloister. At each side a broad flight of steps leads to the roof, which commands a fine view of the surrounding countryside and the Mediterranean coast.



On left—
THE INSCRIBED TABLET WHICH IS ON THE TERRACE WALL TO THE SOUTH OF THE MEMORIAL: This tablet commemorates the fact that the land on which the memorial is built was given by the Egyptian people.

ARAB WORKMEN BUSY THEMSELVES WITH THE FINAL PHASES OF CONSTRUCTION: This is a view inside one of the memorial cloisters in which the names of the men who died but who have no known graves are inscribed.

THE CROSS OF SACRIFICE AS SEEN FROM THE MEMORIAL CLOISTERS: 7,300 men from land and air forces of the Commonwealth Services are buried in the cemetery. They are commemorated by individual headstones on the graves.

THE END OF FRENCH RULE IN INDO-CHINA

The British Navy Assists in the Evacuation of Refugees

On left—

A TROUBLED VIET NAM PRIME MINISTER SEES FRENCH RULE COME TO AN END IN HIS COUNTRY: Mr. Ngo Dinh Diem, with General Paul Ely, French Commissioner-General and Supreme Commander in Indo-China, watching the tricolour being slowly hauled down at a handing-over ceremony of the Norodom Palace in Saigon. In the distance can be seen the gleaming white of the Palace, which for eighty years has been the residence of French Governors and High Commissioners, and is inseparably connected with French rule. Now it will become the official residence of the Viet Nam Government. The ceremony at the Norodom Palace was yet another step towards the final transfer of administrative powers to the Viet Nam Government in accordance with the Franco-Viet Nam agreement signed earlier this year. This transfer of power comes at a time when Mr. Ngo Dinh Diem is having considerable difficulty in pacifying a vociferous political opposition, mainly composed of Viet Namese military leaders.

Below—

In accordance with the Geneva agreement, those who wish may leave Northern Viet Nam, which is to come under Communist domination, and move south to Saigon. The Royal Navy has temporarily released the aircraft-carrier *Warrior* from its duties in Korean waters to lend aid to the transporting of refugees from the North Viet Nam port of Haiphong. The first of these "lifts" took place last month, when 1,455 refugees were taken on board.

The refugees were brought to the *Warrior*, anchored at the Passe Henriette, in two French landing-craft. Nearly a thousand were women and children, and in the true Oriental tradition, carried their own cumbersome luggage on their backs—everything, including the kitchen stove. It took three hours to embark all the refugees, and it rained heavily throughout. After being dusted with D.D.T., and searched for hand-grenades, the refugees established themselves on their rush mats in the main hangar. One of their first delights was the wash-place built under the after lift, and the small boys remained almost indefinitely underneath the showers. The refugees received two meals a day, mainly consisting of rice and fish or meat, which was cooked in the ship's galley.

The majority of the refugees were tobacco planters from outlying villages in the Red River Delta area, and very soon large quantities of finely shredded and full-strength tobacco were laid out to dry on deck. The refugees were accompanied by four Roman Catholic priests, and every morning at 7 a.m. during their three-day voyage to Saigon Mass was celebrated in the centre of the hangar. By day the flight-deck looked like a school playground, with the ragged but happy Viet Namese children milling around in colourful confusion. No doubt, during those three days on H.M.S. *Warrior* they experienced a freedom and happiness they had not enjoyed for months.

THE EVACUATION OF NORTHERN VIET NAM—A BRITISH AIRCRAFT-CARRIER WITH ITS CARGO OF REFUGEES: The flotsam and jetsam of refugee humanity trying to make itself as comfortable as possible in the hangar of H.M.S. *Warrior*, which carried a "lift" of refugees from Haiphong to Saigon. In accordance with the Geneva agreement of last July, those who wish to be evacuated from Northern Viet Nam, which is to come under Communist control, must do so by next April.

LOOKING AHEAD TO EARLS COURT

A Glimpse at Some of the New Models which will be Shown at the Forthcoming Motor Show; Among these is the Austin Cambridge, which made its Debut at Paris

BY "THE SPHERE" MOTORING CORRESPONDENT

THE new Austin Cambridge made a very favourable impression at the Paris Salon de l'Automobile this week and it will certainly be one of the most important models on view at our own Motor Show later this month.

It is a good-looking car, this successor to the Somerset and, while it looks to the past in reviving a famous old Austin name, it is also very much up-to-date in being the first Austin model to affect a horizontal radiator grille.

Two big improvements which will appeal to many potential buyers are the greater roominess of the Cambridge and its ease of handling.

The wheelbase has been increased by 6¾ ins. to bring the rear-seat cushion forward of the wheel arches, and this has permitted an increase of more than a foot in the width of the rear seat. It really has room now for three adults of average size.

The luggage-boot is much bigger, too. Its size has been increased from 10 to 14 cubic feet and it now incorporates a tool-shelf.

With the friction area of the brakes stepped-up from 83 to 121 square inches, it is not surprising that on a recent test of the Cambridge in the Lake District I found the car's stopping power to be most impressive, both when braking at speed and on long mountain descents.

The gear-change mechanism has been altered to permit of smoother changes of ratio, the spare wheel is kept on a separate shelf below the luggage compartment, and pendant clutch and brake pedals, which operate hydraulically, help to eliminate transmission vibration.

Following the practice first adopted by the Austin Motor Co. in their design of the A30 Seven, the Cambridge is built integrally, with no chassis frame. There are already hundreds of Cambridge models coming off the Longbridge assembly line. It is available in two forms: as the A40, with 4-cylinder 1,200 cc. engine; and as the A50, with a 4-cylinder 1,500 cc. unit.

You can buy either version with two-door or four-door body and in "family" or "de luxe" models. There is a choice of eleven different colour schemes. And the price? Up just a bit. The lowest-priced model is the A40 two-door family saloon: £458 plus £191 19s. 2d. tax equals £649 19s. 2d. The cheapest version of the A40 Somerset costs £9 less, on basic price, or £12 15s. less on overall cost.

The difference on basic price between the two-door and four-door models is £10; and between "family" and "de luxe" versions, £30.

If the Cambridge does only half as well as the Somerset it will still be a success. For 600,000 Somersets have been built and more than 400,000 of them have been exported. It's my bet that the Cambridge—particularly the 1,500 cc. model—is potentially as big a seller as the Somerset.

And what about the Hillman Husky? This "double duty" model caused quite a stir when it was unveiled in Paris this week.

It is of the estate car type, does over 65 m.p.h. and 40 m.p.g. with the Hillman side-valve engine and is described by the Rootes Group as "a low-priced, economical, tough, dual-purpose car, ready to tackle any job without fuss." The basic price is £398 plus £166 19s. 2d. tax. Of all-metal, unitary construction, the aptly-named Husky is two cars in one. It can be used as a comfortable saloon with seats for four adults and 200 lb. of luggage. Or by folding down the rear seat it can carry up to 5 cwt. of bulky loads. It is a vehicle which should make a wide appeal, in many different countries, to estate owners, farmers, smallholders, owners of one-man businesses, campers, sportsmen—yes, and family men.

One of the reasons for the Husky's outstanding fuel economy is that its Zenith carburettor has been given special jet settings which admirably combine willing performance with only a moderate thirst.

No one, I should say, will mind the gear-lever being in a central position, on the floor. The motoring fraternity are not "sold" on steering column gear-change levers to that extent, yet I must admit that the system used on Rootes' cars is one of the best available.

One of the biggest pre-Show surprises is that sprung by the Daimler Company with the announcement of three new models while continuing, of course, with their successful 2½-litre Conquest Century.

First let's take the new Regency Mark II. Here we have a full six-seater, four-door saloon of entirely new design for which you can specify either a 3½-litre engine developing 107 b.h.p. at 4,000 r.p.m., or one of 4.6-litre giving 127 b.h.p. at 3,600 r.p.m. This new Regency—which marks the return of Daimlers to the big-car class—has the well-known Daimler fluid transmission, automatic chassis lubrication and a thermostatically-controlled, water-heated engine induction system for rapid warming-up. Basic price of the 3½-litre is £1,640 plus £684 9s. 2d. tax, and the 4½-litre £1,960 plus £817 15s. 10d. tax.

The Daimler Sportsman has a 4.6-litre engine and, the makers claim, room for five people in armchair comfort. It looks as if the Coventry firm may be after some of the Bentley boys! With sleek, smooth lines, the Sportsman certainly has good looks, and with an overdrive top gear it should be capable of very pleasant, quiet motoring at high speeds.

LORRIES AND VANS, BUSES AND COACHES, FIRE ENGINES AND AMBULANCES: A general view of the floor at Earls Court during the seventeenth Commercial Motor Show, when the public was able to see a good cross-section of all types of heavy vehicles. It was the largest show in the history of the Exhibition, with 440 firms taking part. Several exhibitors concentrated on small delivery vans.

And that higher-than-top gear should help to restrain the natural thirst of such a big engine. The two prices for the Sportsman are 3½-litre £1,870 plus £780 5s. 10d. tax, and 4½-litre £2,190 plus £913 12s. 6d. tax.

That new 4.6-litre power unit pops up again in the third new Daimler model—a luxurious seven-seater limousine with fluid transmission and pre-selector gear-box.

The wheelbase of this huge but well-proportioned car is 10 ft. 10 ins. and the track measures 5 ft. at the front and 5 ft. 3 ins. at the rear. The elegant coachwork of the new Daimler Limousine is by Hooper.

A new Bristol four-door, four-seater saloon—the "405"—is based on the design of the "404" sports coupé, but the wheelbase has been increased by 18 ins. to 9 ft. 6 ins. This gives plenty of room for four people and also makes possible a luggage boot of exceptional capacity. The body is similar to that of the "404" but, because of the longer wheelbase, the styling slopes away more gradually at the rear.

Few other cars combine dignity of line with such vigorous performance. And the 2-litre, 6-cylinder Bristol engine is remarkably economical for such a zestful unit. As installed in the "405," it develops 105 b.h.p. at 5,000 r.p.m.

Overdrive on top gear permits fast cruising at modest engine speeds, and because of the Bristol's clean, aerodynamic shape—the result of wind-tunnel tests—there is a noticeable absence of wind roar at high speeds. There will also be a drop-head version of the "405" at Earls Court, with coachwork by Abbott of Farnham. Both versions cost £2,250 plus £938 12s. 6d. tax—a total of £3,188 12s. 6d.

THE ROUTEMASTER MAKES ITS BOW: This is the prototype of the new bus which will eventually replace London's trolley-buses. Of lightweight aluminium alloy, it is 6 ins. wider and a foot longer than present buses and capable of seating sixty-four passengers.

The 1955 Sunbeam Mark III sports saloon and sports convertible—note that Rootes have dropped both "Talbot" and "90" from the name—have a redesigned cylinder-head with a higher compression ratio of 7.5 to 1.

This 2¼-litre unit now develops 80 b.h.p. at 4,400 r.p.m. (compared with the old figures of 77 at 4,100) and gives a top speed of 95 m.p.h. That is why they have dropped the "90."

New body features include redesigned front air-intake grilles which incorporate the side-lamps; chromium-plated air vents on each side of the bonnet to help engine cooling; and a redesigned facia panel, which can now accommodate a revolution counter (available as an optional extra).

You may now have an overdrive unit fitted as an extra. On the Sunbeam Alpine—the two-seater version of the saloon—overdrive is being fitted as standard for home delivery.

The Rover Co. is continuing its three models—"60," "75" and "90"—which are really one model with engines of alternative sizes. The area of the rear window has been greatly increased by extending it round the rear body corners and the luggage-boot has been restyled to permit easy stowage of awkwardly-shaped articles of luggage.

The engines of the "60" (a 4-cylinder unit of 1,997 cc.) and of the "90" (6 cylinders, 2,638 cc.) are unchanged, but the "75" has been given a 2¼-litre version of the "90's" 2.6-litre unit in place of its former 2,103-cc. power plant.

The "75" and the "90" now have bigger front brakes and in all three models the hand-brake has been removed from the floor, at the right-hand side of the driver's seat.

A "shepherd's crook" type of hand-brake has been substituted and placed in a more accessible position just forward of the front-door hinge pillar.

The Armstrong-Siddeley Sapphire 3½-litre saloon has undergone various small refinements but the big news about the 1955 Armstrong-Siddeley programme is that the Sapphire is now available with fully automatic transmission, similar to the system used by Rolls-Royce and Bentley. It gives real two-pedal motoring, but offers a considerable degree of over-riding manual control for the driver who likes to play with the gears.

The steering column selector lever thus has five positions: neutral, normal, fast, fixed second and reverse. In "normal" the gear-box automatically selects the ratio best suited to road speed and throttle opening.

In "fast," top gear is obtainable only at speeds above 60 m.p.h. It gives quick acceleration. "Fixed second" prevents changes above second gear and is useful when going down steep hills, for it enables the engine to be used as a brake.

The Sapphire with ordinary synchromesh gear-box costs £1,722 7s. 6d. (including £507 7s. 6d. tax). With electrically-actuated preselector gear-box and centrifugal clutch the price is £1,821 10s. 10d. (including £536 10s. 10d. tax). With the new automatic transmission it costs £1,990 2s. 6d. (including £586 2s. 6d. tax).

Larger brakes have been fitted to the Sapphire, which now has winking trafficators, ultra-violet dashboard illumination, courtesy light, automatic illumination under the bonnet and in the luggage-boot, automatic screen-washers and warning lights to tell you when the choke is out, the headlamps not dipped, the hand-brake on and the trafficators working.

The Jaguar Mark VII 3½-litre saloon has been given high-lift cams and the power output raised to 190 b.h.p. This improved version of a famous model is known as the Type "M," but in spite of these and other improvements, no change has been made to the existing price, £1,616 2s. 6d. (including tax).

The Type "M" has close-ratio gears, torsion bars of bigger diameter, new "wrap-around" bumpers and more powerful, dazzle-proof headlamps.

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THIS young man applied to join the Royal Air Force for flying duties a couple of years ago. Now he holds a commission in the General Duties Branch and has qualified for his "wings." He is back on a visit to his school—and everyone wants to know what the life is like.

He is finding it very much to his liking. The transition from school to Service life comes pretty easy: there's still discipline, of course, but there is a big measure of freedom too. Working hours are full and absorbing. Much of the last two years has been spent in learning to fly and he still has a lot to learn, but he is able to fit in a good many other things as well. Physical fitness is a necessity in the Royal Air Force, and sport plays a big part in his life. He has been able to keep up his rugger, squash and cricket, and there are plenty of other activities on the Station. But what strikes him most forcibly about the career he has chosen is something that he will probably not try to express to his friends: the feeling that he belongs to a Service with a fine tradition and an inspiring task.

These opportunities are available to all young men who possess the personal qualities, flying aptitude and high medical standards needed to fly and navigate modern fighting aircraft. In addition to entry through the Royal Air Force College, Cranwell, there are the new Direct Commissions for pilots and navigators in the General Duties (flying) Branch which offer a good prospect of making a career in the Royal Air Force.

As in all professions it depends largely on individual merit how far one goes in the Service. The best have excellent prospects of rising to high rank; for others there will be the opportunity of a pensionable appointment normally up to the age of fifty. Alternatively, an officer who wishes to return to civil life may leave the Service at the end of twelve years with a gratuity of £3,000, or after eight years with a gratuity of £1,500, both gratuities tax free.

The table below gives brief details of this and other methods of entry.

METHOD OF ENTRY	AGE LIMITS	EDUCATIONAL STANDARDS
Cranwell Cadetship	17½—19	*Civil Service Commission Examination*
Direct Commission	17½—26	*General Certificate of Education Scottish Leaving Certificate or equivalent*
From a University	20—26	*Normal degree at recognised university*
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THE ROYAL AIR FORCE

The World of Books—By VERNON FANE

THE FIRST WAR CORRESPONDENT

"My Civil War Diary" Recalls William Howard Russell's Despatches from America; and a Host of Other New Publications to Herald the Autumn Season

THE profession of war correspondent was invented by William Howard Russell nearly one hundred years ago. He was the first, and his reputation remains at least one of the best, since his paramount rule was to see for himself and not to accept official views, or what are now known, with some disfavour, as "hand-outs." He represented *The Times*, which, as Professor D. W. Brogan writes in his introduction to Russell's book, MY CIVIL WAR DIARY (Hamish Hamilton. 21s.), was then "indisputably the most famous and most powerful newspaper in the world. It was 'The Thunderer' . . . it may have been more feared than loved, but it had no doubts about its own greatness. Neither had Russell." This volume from his pen is based on his correspondence to *The Times* in 1861–62, and shows the North and the South at the beginning of their war. It is brilliant, unexpected, readable and altogether a boon to anyone who has a serious interest in American history.

THE DARK CITY (Cresset Press. 15s.) is the story of Aage Schmidt, a member of the Danish Resistance, during the last war, who became an Allied agent and actually worked in Berlin, where he went through the last days of the city before the Russian occupation, and the first weeks of that period, which had its hazards too. Mr. Hartvig Andersen, a Danish journalist, has written of the adventures and escapes as they were told to him, and a pretty hair-raising sequence they are.

PRISONER'S BLUFF (Hart-Davis. 12s. 6d.) is an escape story, too, and quite as strange a one, for Rolf Magener has written of his break-out, with Heins von Have, from an Indian prison camp. The third companion on the exploit headed north, while they made for the Japanese forces who were fighting the British in the Burma jungle. He was Heinrich Harrer, who survived to write that extraordinary book, *Seven Years in Tibet*, while they, with some knowledge of English and a rare amount of bluff, finally reached their objective and ended the war in Tokyo. The translation from the German has been made by Mr. Basil Creighton.

There is such a vast literature about Napoleon that another story of his life could hardly be expected to add anything fresh if it were not conceived on some entirely new plan, and Mr. John Hale's NAPOLEON (Faber and Faber. 12s. 6d.) has in fact that merit, of being designed purely as an introduction to the mass of reading that is available. I believe there are over 100,000 books on the subject, and that the volume in the Cambridge Modern History which deals with the history of all Europe from 1799 to 1815 is simply labelled—*Napoleon*. Mr. Hale, however, has kept admirably to his self-imposed limits and written an introductory study that is surprisingly comprehensive in its assessment of Napoleon's powers: "the most entirely known," as Lord Acton said, "as well as the ablest of historic men."

THE WARRIOR SAINT (Robert Hale. 15s.) is a biography by Mr. R. V. C. Bodley of an extraordinary figure, de Fourcauld, who was born into the French nobility about the middle of the last century, graduated from St. Cyr, but left the Army in disgrace, led a scapegrace life for some years and then began to work as an explorer in the Sahara and unknown Morocco. It was at this time that his whole nature underwent an amazing change: he became a Trappist monk, then a hermit in Palestine and finally a missionary in the Sahara. He lived with the utmost asceticism, translating the Gospels and reconnoitring the country in the French interests, and was eventually murdered in 1916 by a band of fanatics. A true life-story to which fiction would not have added a better touch.

"ROSA MUSCOSA MULTIPLEX, ROSIER MOUSSEUX À FLEURS DOUBLES": This is the cover design of *Roses* (The Ariel Press. 25s.), a selection of twenty-four paintings by Pierre-Joseph Redouté. The plates have been selected by Eva Mannering (who also contributes a foreword) to present as wide a range as possible of the original subjects which appeared in *Les Roses* in the early nineteenth century. The book was printed in Germany.

Mr. Robert Speaight writes both as an actor and a man of letters in WILLIAM POEL AND THE ELIZABETHAN REVIVAL (Heinemann. 21s.), an interesting and, in terms of English theatrical history, a necessary book. For Poel, whose name is almost unknown to contemporary theatre-goers, was one of the greatest influences in the production of Shakespeare's plays that our theatre has known, comparable with Gordon Craig or Granville Barker in other fields, and this study of his life and work is also in part an informed review of acting, producing and stagecraft before and after the turn of the century.

A HISTORY OF COURTING (Michael Joseph. 15s.) represents some of Mr. E. S. Turner's scholarly and witty researches into the subject, with a scope wide enough to include cave tactics at one end of the scale and the Kinsey Report at the other. It is both erudite and great fun, and I wish I could quote half of the examples of more or less mannerly fun and games that the writer gives.

The most charming of all is a letter written in 1478 by a young man to the little girl who is betrothed to him: "I pray you greet well my horse and pray him to give you four of his years to help you withall . . .", and one of the most amusing, a passage from *Three Men in a Boat*.

Mr. Thomas Firbank might be described as an intrepid home-maker, as readers of his earlier books will concur. Now, in LOG HUT (Harrap. 10s. 6d.), he describes his attempts, with his equally enterprising wife (*cf.* experiments with nettles and fungus), at settling down in an odd kind of bungalow on the north-east edge of Dartmoor. I noticed that Mr. Firbank's preface to the account is written from a hut on stilts in North Thailand. Could this be a case of *verb. sap.*?

Such is the influx of novels in this autumn season that I can only deal briefly with a number of them. First of all, Sir Compton Mackenzie's new one, BEN NEVIS GOES EAST (Chatto and Windus. 12s. 6d.), a frolic in which this inimitable Highlander visits India (Tallulaghabad, to be exact) in order to rescue his son from an imbroglio, and remains to get fairly embroiled himself. Great fun, and written with enormous zest.

SMITH (Collins. 10s. 6d.) is a very remarkable first novel by Mrs. Kate Christie who, with this one book, comes well to the fore among present-day writers. She has perception of an unusual calibre, wit and a poetic quality in her style that is quite spell-binding, as if the antennæ of her mind were especially responsive to the feelings of her characters. The setting of the book is Cumberland, which is exquisitely described, and the plot is dramatic, taut and as credible as an event in the lives of close friends.

Mr. Adrian Bell writes about East Anglia and the scenes of country life and market towns there, in MUSIC IN THE MORNING (Bodley Head. 9s. 6d.), a thoroughly agreeable story without tension as it is without dark shadows, and full of what Lawrence called "the spirit of place."

The next two are lighter stuff altogether. First, Mr. Charles Terrot's very engaging piece of half-sense, half-fantasy, AN ALLIGATOR NAMED DAISY (Collins. 10s. 6d.), which is concerned with a likeable young man and a reptile of attaching habits, and is thoroughly amusing, and charming too. And second, Mr. Paul Gallico's new short novel, LOVE OF SEVEN DOLLS (Michael Joseph. 6s.), which is about a good little girl who is also a bad little actress, called Mouche, and the master of a fairground show whose seven puppets all love Mouche. This is a little self-consciously cute but has some of the Gallico magic, all the same.

Miss Hermina Black writes modern romances about pretty, spirited girls and their love-tangles, in such attractive spots as Madeira or Tunisia. The new one, BITTER HONEY (Hodder and Stoughton. 10s. 6d.), is set in or near a chateau in the Alpes Maritimes, and deals with the fortunes of a P.S. Girl and a man who asserts that he is never kind, but to whom the P.S. Girl is moved to say: "You were kind to rescue Socks and I, and bring us to your lovely house." Perfectly readable, none the less.

Mr. Roderick Milton's book is a romance, too, although it is ostensibly a story of big business and commercial rivalries. STAND AWAY, STRANGER (Constable. 12s. 6d.) deals competently and knowledgeably with the world of business, of which the author writes with authority, but it is on a torrid, secret love-affair that the focus of interest is fixed.

TENTS AGAINST THE SKY (Gollancz. 12s. 6d.) is a fascinating novel about Tibet by Mr. Robert Ekvall, and the most significant thing to be said about it is that, while the story it tells is classed as fiction, the authenticity of the setting and the whole atmosphere of the book bear comparison with that fine book of Heinrich Harrer's that I mentioned earlier.

A prominent new feature of the sixty-third edition of **PEARS' CYCLOPÆDIA** (A. F. Pears. 12s. 6d.), *edited by L. Mary Barker, is a 60,000-word survey of "The World of Science" in comprehensible terms. The Cyclopædia is divided into three groups and contains a wealth of information for use in home, school and office.*

THE MOUNTAIN WORLD (Allen and Unwin. 25s.), *edited by Marcel Kurz, is the English language edition of the long-established series* Berge der Welt, *published by the Swiss Foundation for Alpine Research of Zurich. In addition to accounts of Himalayan expeditions, this year's issue includes reports of mountaineering in the Arctic and in Africa. The book is profusely illustrated.*

There are two further additions to a new series of Bernard Berenson Essays, published by Chapman and Hall. *The one is* **THE ARCH OF CONSTANTINE, or The Decline of Form** (18s.); *and the other is* **PIERO DELLA FRANCESCA, or The Ineloquent in Art.** (12s. 6d.).

The third volume of **THE REFORMATION IN ENGLAND** (Hollis and Carter. 42s.), *by Philip Hughes, is entitled "True Religion Now Established." In it the author describes events during the reign of the first Elizabeth.*

AUSCHWITZ

A British Prisoner Adds to the Weight of Evidence

When in the late summer of 1945, at the close of the long Nazi night, Dr. Binko gave evidence regarding the terrible and sustained crimes of cruelty and extermination practised by the "Master Race" in the camp at Auschwitz, in Upper Silesia, the news fell upon a world that could hardly bring itself to stomach the truth. How could the gas chambers and crematoriums of this horror camp have been supplied at such a rate that millions perished in this one camp alone in the course of the war, was the question on many lips. But now we know it to be true; at Auschwitz, on the marshy ground between the Sola and the Vistula, Hitler put into practice his plan for the liquidation of the Jewish race. One man who saw some of these atrocities, and risked his life to save a few hundreds of the victims, was Sergeant-Major Charles Coward, a British prisoner-of-war, a cheerful, courageous Cockney from Edmonton. Coward was captured at Calais in the first days of the war. In THE PASSWORD IS COURAGE (Souvenir Press. 15s.), John Castle tells the sergeant-major's story; and the climax of the book comes when Coward—that ill-named warrior—is transferred from Lamsdorf to the British P.O.W. camp within sight and smell of the gruesome Farben factory at Auschwitz. From the outset he was determined to help at least a few of the pitiful thousands who went to Auschwitz to be worked to the point of death and then eliminated. With the help of soap and cigarettes supplied by his fellow-prisoners, Coward bribed his way into the generating plant; he made contacts with the Polish Underground Movement in Auschwitz town, and he took guns and dynamite to the slave workers. One Polish worker, with only a few weeks to live, threw himself and the dynamite on to the power-house dynamos, while another man shot his way through the guards to blow up half the crematorium. Coward himself did many brave things, and the bravest of all was to spend a night in the slave camp looking for an English doctor who was said to be within. That was a night he will never forget as long as he lives. Above all, perhaps, he will remember the supreme courage of the Jewish people as they marched to death, making the moment of utter, naked degradation their finest hour. This is a truly memorable book; a reminder for generations to come of a dark age of bestiality.

Here are three books about the sea and ships which, each in their very different way, command attention this week. Dewar Brown's ALOW AND ALOFT IN DEEP WATER SAIL (Putnam. 18s.) is an extraordinarily complete account of voyaging in one of the last of the windjammers, of day-to-day life in the famous *Winterhude*. The author describes in detail the exacting duties of the watch, the routine of running the ship, the companionships and excitements of the voyage, and instead of becoming bogged down because of all this mass of detail with which he presents us, the image of life at sea emerges clear-cut and fascinating. In HARBOURS OF THE CLYDE (Christopher Johnson. 12s. 6d.) John Scott Hughes tells of seafaring experiences in narrower waters. He writes vividly of the great shipyards of Clydebank, where so many Cunarders have been born, takes us down the firth to Port Glasgow, Greenock and Gourock, where the tang of the sea air is strong, to the resorts of the Ayrshire coast, and then up to Tarbert, Campbeltown and Upper Loch Fyne, amid some of the loveliest scenery in Western Scotland. The author is a distinguished yachting correspondent, and his book is the happy product of a series of annual visits to the Clyde yachting weeks. FIRST VOYAGE (Andrew Melrose. 16s.) is John Gwyther's account of the first of the famous journeys of Captain Cook. Mr. Gwyther carries the narrative along at a brisk and exciting pace. The hardships of life at sea in the eighteenth century, the appalling penalties for minor crimes, the ferocious brutality of naval officers, and the unflinching purpose of the English seaman explorer spring into vivid reality.

Anthony Mann has completed a most readable survey of modern Sudan in his book WHERE GOD LAUGHED (Museum Press. 18s.). The Sudan is a vast territory, covering nearly 1,000,000 square miles, stretching almost from the sources of the Nile to the Egyptian frontier, and the author shows how one of its great tragedies is the difference of race and religion which splits the Arab Muslims of the north from the pagan and Christian negroid tribes in the south. The political problems of the Sudan are immense, but in less than three years Britain will have to leave them in other hands, less experienced hands for sure, and very much at the mercy of Egyptian pressure.

James Bruce, former U.S. Ambassador to the Argentine, gives an intimate and clearly authentic picture in his book THOSE PERPLEXING ARGENTINES (Eyre and Spottiswoode. 30s.). Mr. Bruce's series of living snapshots of the people, as he calls them, are excellently well done, ranging from the *porteño* of the towns, the smartly-dressed young fellow addicted to gambling and lavish display, to the tenant farmers and the peons of the great outback. The author not only dwells at length on social life, but surveys industrial conditions and the political system in most knowledgeable detail.

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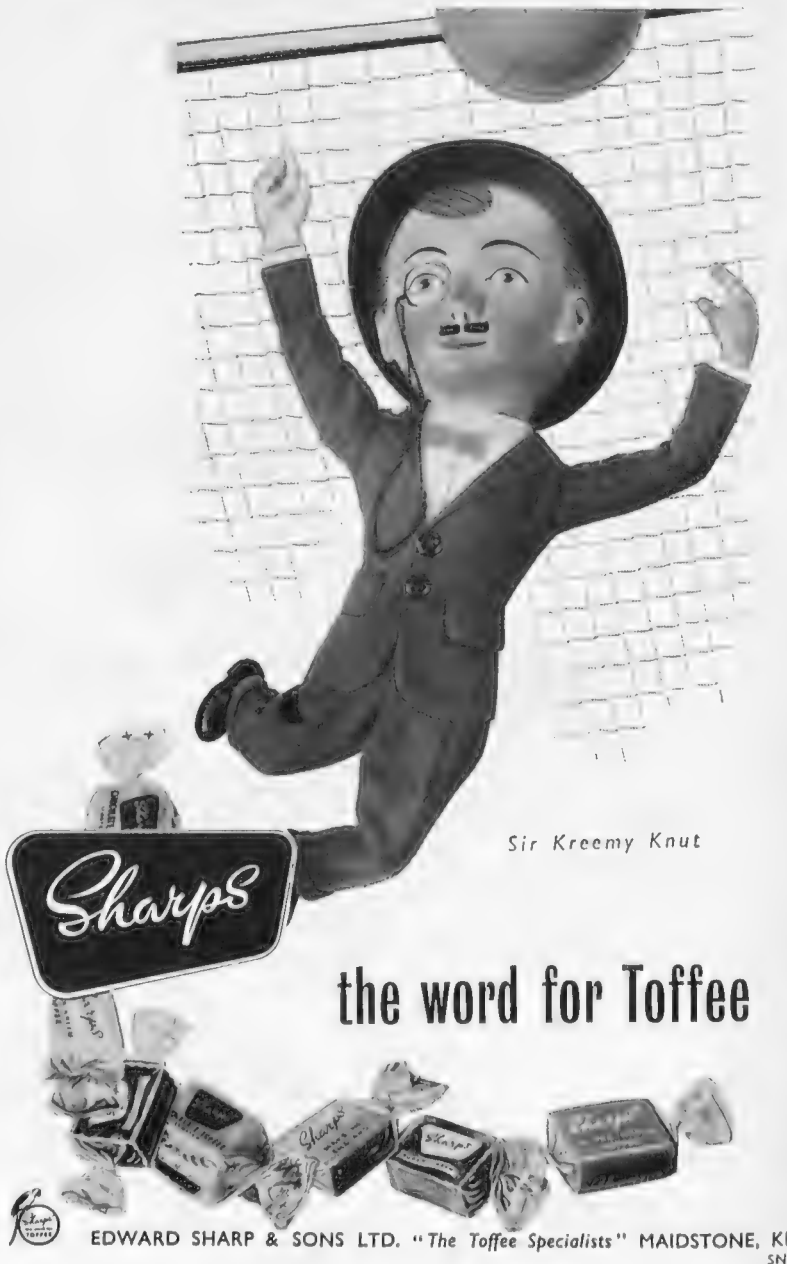

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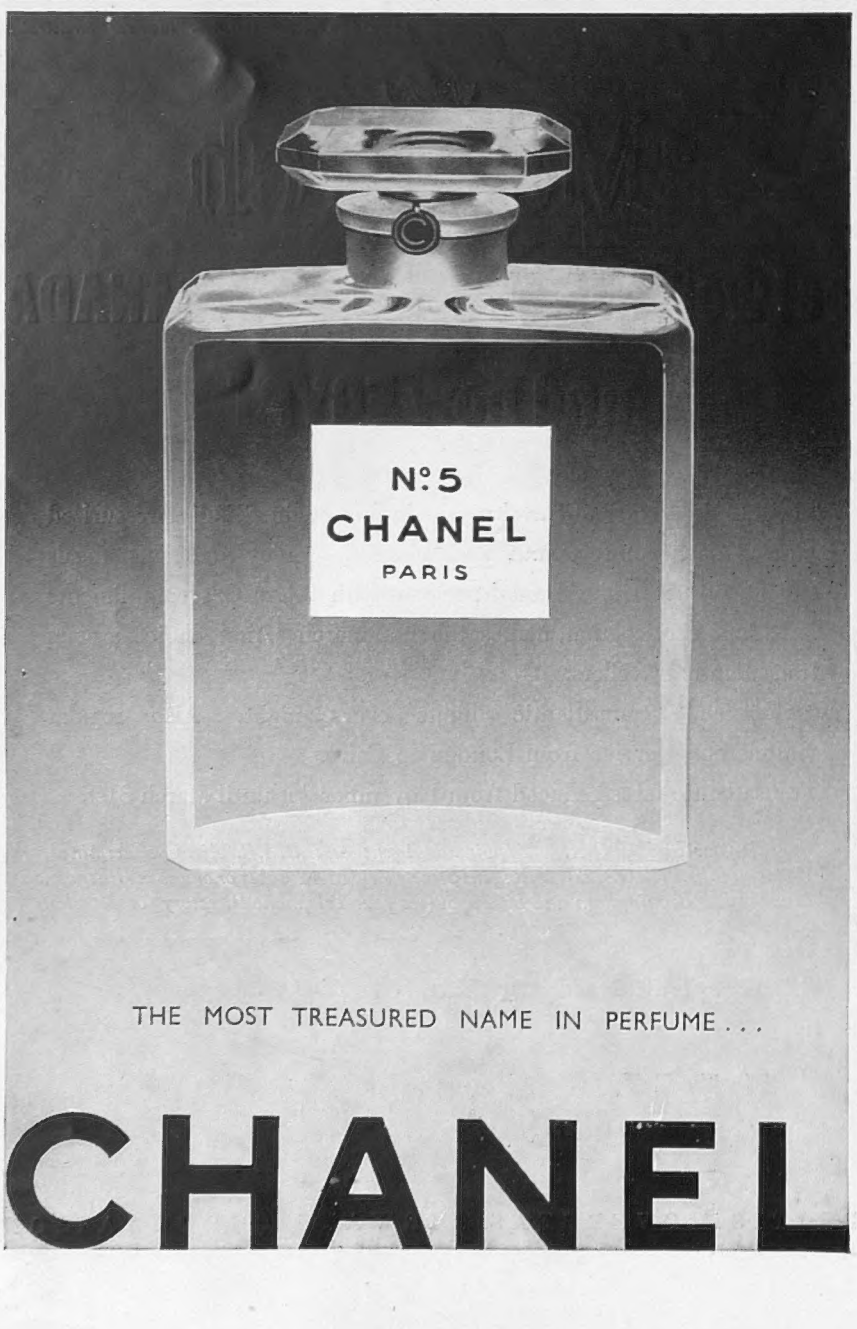

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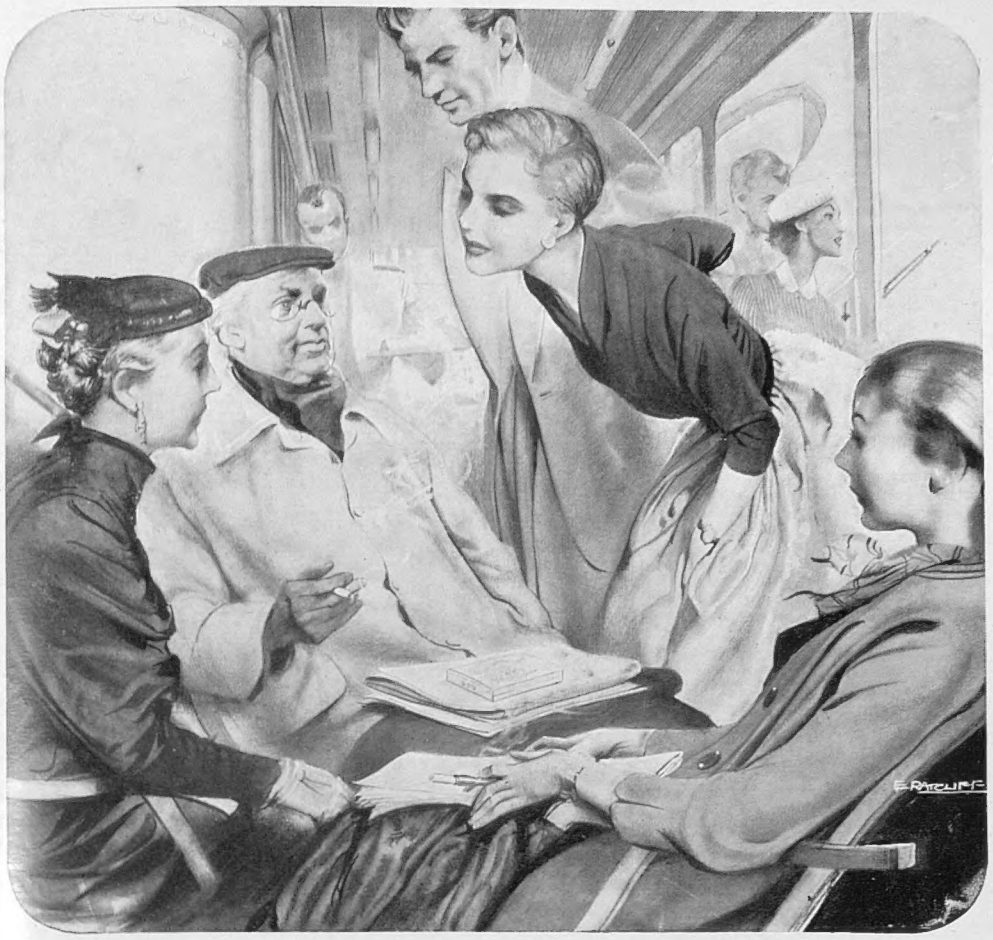

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